Weather

Warm, cloudy. The maximum temperature yesterday was 84.6 and the minimum 70.8, the figures for the corresponding day last year being 81.0 and 75.2.

The China Press
大陸報

The Mail Box
MAILS for U. S. and Europe, Str. Pre. Madison, July 2.
FOR Europe via Suez, Str. Kashmir, July 1.
FROM U. S. and Europe, Str. Pre. McKinley, Tuesday.
FROM Europe via Suez, Str. Chambord, June 26.

NO. 3331 VOL XII. Registered at the Chinese P. O. in China" "with special marks privileges for transmission 壬戌年 五月初一日 SHANGHAI, SUNDAY, JUNE 25, 1922 大正十一年六月二十五日第三種郵便物認可 20 CENTS

JAPAN TO LEAVE SIBERIA "IN NEAR FUTURE", IS NEWEST TOKIO PROMISE

RATHENAU IS MURDERED BY ASSASSIN IN GERMANY

Foreign Minister At Berlin Victim Of Political Foe.

AN ABLE LEADER

Had Taken Leading Part In Dealings With Allies

(Reuter's Service)

Berlin, June 24.—Dr. Rathenau, the Foreign Minister, has been assassinated.

Walter Rathenau has been the leading political figure in Germany since the peace conference at Paris. He was Germany's representative on the commission appointed at Berlin to seek revision of the reparations terms, and it was largely through his efforts that Germany obtained the various concessions that have been granted in connection with indemnity payments.

Rathenau from the day of his appointment to the foreign office has taken a conciliatory attitude toward the Allies, his position being that it would be better for Germany to make requests, rather than demands. By every possible resource of reason he sought to show that the imposition of the terms drawn up at Paris would mean the ruin of Germany, and hence, the bankruptcy of Europe, and by his reasoning he finally convinced the Allied governments that it would be best for all concerned to grant Berlin an extension of time in which to make the reparations payments. It was Rathenau, more than any other German, who convinced Allies particularly the British, that Germany's intentions to pay were genuine, and that every effort would be made to carry out the terms of the Versailles treaty.

While details of his assassination are lacking, it is probable, in the light of recent political developments in Germany, that his assassination was inspired by his attitude of moderation, and his insistence upon German good faith with reference to reparation payments.

At any rate Germany loses her ablest stateman in the death of Rathenau.

Win Women's Tennis Title

MRS. NORMAN AND MRS. J. ELMORE, WHO ANNEXED THE 1922 LADIES' DOUBLES CHAMPIONSHIP OF THE SHANGHAI LAWN TENNIS ASSOCIATION IN THE FINALS HELD WEDNESDAY AFTERNOON ON THE FRENCH CLUB COURTS.

DR. WU'S LAST CLOSE CALL DESCRIBED BY EYE-WITNESS

Miss Booker, China Press Writer, Saw Canton Coup

HOW WU ESCAPED

Aged Statesman Surprised By Revolt, Fled To Warship

The following account of the revolt against Dr. Sun, in Canton, is of particular interest, especially in the light of subsequent events in Canton, including the death of Dr. Wu Ting-fang. Miss Booker, of THE CHINA PRESS, staff was in Canton at the time of the revolt, and learned of the flight of Dr. Sun and his premier, Dr. Wu, from first hand sources.

BY EDNA LEE BOOKER
(Staff Correspondent)

Canton, June 18.—Declaring that the Southern Government is a hindrance to the re-unification of China, General Chen Chiung-ming, former governor of Kwangtung Province, by a remarkable coup d'etat, has captured Canton, taken possession of the city, and forced President Sun Yat-sen, Dr. Wu Ting-fang and all officials to flee for their lives.

Under the leadership of General Yip Kue, of the "Kwangtung Army" (Chen Chiung-ming) 25,000 soldiers made a surprise attack on Canton opening fire about three o'clock Friday morning. After a few hours of sharp fighting they were successful and obtained complete control of the city. Dr. Sun's soldiers were away on their Northern Expedition in Kiangsi Province so the city practically was defenseless.

Dr. Sun Yat-sen's palace was besieged and at dawn, Dr. Sun in disguise, under heavy fire, managed to escape to one of his cruisers in the Pearl River. This was due to the loyalty and courage of his personal body guard of two hundred men, many of whom were killed.

Dr. Wu Ting-fang, unconscious of trouble, slept through the early fighting and it was not until a faithful boy returned to warn him (the servants flew at the first shot) that he realised his danger. Looking from the windows he was amazed to find the governor's yamen surrounded by soldiers.

ESCAPE CUT OFF

Escape was impossible. Eugene Chen, foreign secretary to Dr. Sun Yat-sen and well known writer and newspaper publisher, living in the yamen, joined Dr. Wu.

Every section of the spacious grounds—the picturesque court yards, gardens, shaded walks, lotus ponds and rockeries—was filled with soldiers on guard.

They waited for more than three hours when an automobile flying a white flag came through the lines and an officer appeared. He stated that through the efforts of friends Dr. Wu and Eugene Chen were to be permitted to escape. They rode out of the grounds under heavy guard, and are hiding in the homes of friends in Canton.

Mr. Sun Fo, Mayor of Canton and Sun Yat-sen's eldest son; Mr. C. C. Wu, Dr. Wu Ting-fang's son and all other officials escaped.

Grave anxiety was felt by friends of Madam Sun Yat-sen, as for many hours she could not be located. Madam Sun, who is an unusually brave young woman, a graduate of a girls' college in Macon, Georgia, has accompanied her husband on many of his most dangerous expeditions.

Surrounded by her body guard she left the palace shortly after dawn and instead of trying to escape, she attempted to talk to the soldiers and plead with them to repent of their treachery to Dr. Sun and stop fighting. Many of her guards were killed in their efforts to protect her for the men were not in the humor to carry on a conversation with even such a charming woman as Madam Sun and she

(Continued on Page 6)

Airplane Rum Runner Crashes To Earth

A BIG airplane, bearing 150 quarts of Canadian whiskey, crashed on a farm near Croton, N. Y., when the pilot made a forced landing. The rum-laden plane, from Montreal, is said to be one of a fleet of such machines running from Canada to New York on a regular schedule. State Constabulary troops took possession of the plane and sought the pilot, who escaped in a waiting automobile.

TROOPS TO BE TAKEN OUT NEXT AUTUMN, IS WAR OFFICE DECISION

Military Leaders Announce Revolutionary Policy With Reference To Long Contested Occupation Of Asiatic Mainland; Cabinet Approves, Say Official Reports

WILL CONFER WITH CHITA LEADERS

Start To Be Made By Withdrawing Garrison Now Stationed At Vladivostok; All Troops To Be Out By October; Means For Protection Of Citizens To Be Devised

(Reuter's Pacific Service)

Tokio, June 23.—It is reliably reported that the evacuation of Siberia was decided on at today's meeting of the Cabinet.

(Eastern News Agency)

Tokio, June 24.—At the Cabinet meeting yesterday it was resolved to carry into effect the withdrawal of Japanese troops from Siberia without further delay. In this connection today's newspapers here write in effect:

"It has come to light that yesterday's Cabinet council definitely decided to carry out independently the evacuation of Japanese troops of Siberia, referring the decision today to the Diplomatic Advisory Board. In view of the fact that a proposition has been presented to the Japanese Government by the Chita Government in this connection, the former has a mind to negotiate with the latter regarding the execution of the decision.

The War Office, however, having on the whole decided upon the order and method for the evacuation of Japanese contingents to Siberia, is prepared to commence the withdrawal as soon as a time is fixed. The War Office will, it is said, first call back the 8th Division stationed in Vladivostock and then the troops at the front by degrees, for the purpose of completing the evacuation of all troops by winter at the latest."

(Eastern News Agency)

Tokio, June 24.—The Foreign Office today published the following: The Japanese Government has decided to evacuate all the Japanese troops from Primorsk Province by the end of October, this year. And as to the protection of life and property of the Japanese residents in that district, the Government will take such suitable measures as circumstances may require.

Tokio, June 24.—The Diplomatic Advisory Board today accepted and passed the proposed policy of the Japanese Government which was resolved upon at the Cabinet Meeting yesterday, that is, to carry into effect the withdrawal of Japanese troops from Siberia without further delay.

ASSOCIATION FOR DISBANDMENT OF SOLDIERS MEETS

Program To Be Drawn Up To Assist Government

(Reuter's Pacific Service)

Peking, June 24.—After some bickering regarding the rate of withdrawal, the Fengtien and Chihli forces are both steadily withdrawing.

Peking, June 21.—The Association for the Disbandment of Troops, promoted by the United Chinese Chambers of Commerce, Educational Institutions, the Bankers' Association, the Agricultural and Industrial Association, held a meeting yesterday afternoon in the Kiangsi Guild premises at Peking and resolved to draw up a program to assist the Government in carrying out disbandment, but the discussion was restricted almost entirely to discussion of the proposal submitted to the Government by General Yen Hsi-shan, which won general approval among the members.

It is probably just as well that the Association did not get further ahead with its program, for the Government has a lot to do before entering upon actual disbandment, and its work will not be aided by receiving premature plans. The Association is no doubt delighted with the prospects of reunification and disbandment, and the opportunity to carry on its work which was suspended by the police about a year ago.

Its enthusiasm speaks well for public interest in this all important question, but a barrage of suggestions thrown into the field before the arrival of the forces upon which the working out of a practical disbandment plan will devolve, may tend to obscure the vision of those most concerned in the plan of operations.

Judging by the avowed intentions of the present Government every opportunity will be offered to the people to express their opinions of the plan when it has been worked out by a special commission appointed for that purpose. In most other countries the people would be satisfied with that and would not want to rush ahead of the Government in efforts to show them the way.

VENUS POSSIBLY INHABITED, SAYS U. S. SCIENTIST

Smithsonian Official Discusses Possibility In Report

(Reuter's Service)

Washington, May 25.—Venus is possibly inhabited by human beings and communication with planetary neighbors by wireless "may be possible, although the cost would be immense," in the opinion of Mr. C. G. Abbot, assistant secretary of the Smithsonian Institution, who discusses various scientific phases of the "habitability of other worlds" in the annual report of the institution, just made public.

Mr. Abbot says Venus reflects light as if it were surrounded with clouds and so probably "it contains plenty of moisture."

"Its temperature is about the same as that of the earth," he added, "and all other conditions are apparently compatible with the existence of intelligent life."

Many popular writers have claimed great things for Mars as an abode of life, Mr. Abbot says, "but I cannot accept this view." "All observers are agreed," he adds, "as to the existence of markings and shadings of color on Mars, but to suppose that we see there the engineering works of intelligent beings is merely fanciful."

Commenting on suggestions that "we are already receiving wireless signals from intelligent beings outside of the earth which may in turn be interpretable," Mr. Abbot declares that the best information seems to be that the "wireless indications referred to are merely disturbances introduced by solar or terrestrial causes as yet imperfectly understood and not the work of intelligent beings trying to communicate with us."

U. S. S. Whipple Has Two Claims To Fame

By Irene Corbally

The U. S. S. "Whipple" of the 28th division moved up river a few days ago. With the "Barker," she eased into the berth left vacant by two other destroyers that have gone into drydock. Which is by way of being a preface to the remark that sometimes it is as difficult to find the destroyer you're after as it is to connect with the correct street number in Shanghai.

The ships that pass in the night have nothing on the destroyers that move around from one river section to another, to drydock in the morning, afternoon and night. Since they all look alike and there is nothing but a number to guide one, a pleasant afternoon can be spent in sampaning up and down the river trying to find your number, which has moved from the place you noticed it last.

Any chase, long or short, is worthwhile, however, when it ends on the "Whipple." A ship that has had a book written about it and that has a monkey that wears trousers and a hand-knitted sweater that covers his chest and is composed of a series of strings that tie in the back, is bound to be interesting.

When the "Whipple" started out on her career as a destroyer in Uncle Sam's water fleet in 1918, she began with the idea of carrying the name of whipple to the farthest corners of the earth, thus reviving the memory of the great Revolutionary character for whom she was named, Captain Abraham Whipple, United States Navy, and one of its most daring fighters.

A PLACID BEGINNING

She began placidly enough by emerging from Philadelphia, than which there is nothing more placid. She picked up rapidly, however, for her next stop was at that little playground of America's Eastern millionaires, Newport. The rest of the shake-down cruise took in Cuba and a return to Philadelphia. Then the ship started on its real travels, standard speed 20 knots, enroute to Gibraltar via the Azores.

A few of the youngest and most unsuspecting gobs were assigned by facetious comrades to an unofficial watch as the ship was passing Gibraltar. They were to report as soon as they saw the big white letters of the Prudential Insurance Company's ad, which popular opinion fondly believes to be plastered on the venerable rock.

Chapter two of the "Whipple's" log was written in the Near East. According to the officers from other destroyers who have not had the good fortune to be on ships commissioned to the lands of Sultans, Turkish coffee and delight (two kinds, chewing and seeing), the officers on the "Whipple" have made themselves mildly offensive nuisances by their twice-told tales of the minarets, moonlight on the Acropolis, parties in Constantinople and all the rest. Visitors to the wardroom who have had the good fortune to be able to listen in on these conversations, think differently.

The "Whipple," during this time of service in Near Eastern waters, was known as the "Black

(Continued on Page 4)

CROWD LOOKS ON AS 5 CHINESE ARE EXECUTED

Wang Siau-di, Murderer Of 27, And Four Gangsters Pay Final Penalty

Five Chinese soldiers fired a volley on the bank of the Whangpoo river yesterday afternoon and the shots signalled the final scene in the lives of Wang Siau-di, greatest Chinese criminal of modern times, and four of his gangsters. The executions took place at 2:45 o'clock in the presence of a gathering of hundreds of Chinese and standing with them were several groups of awe-stricken foreign spectators.

Wang Siau-di, a youth of twenty-three, who in appearance was a fashion plate of modern-day Chinese costuming, suave and soft spoken, with an infinite scorn of the police, never denied that he and his followers were guilty of crimes ascribed to them, after they had been arrested about two months ago. He realised that his case was hopeless and, in fact, in consideration for certain slight concessions in the matter of food and quarters, he volunteered a full confession.

It was ascertained that the full total of his long record of offenses included no less than twenty-seven murders. He admitted all of these and gave the police much aid in

(Continued on Page 3)

PLAGUE APPEARS AT FOOCHOW; TWO MISSION MEN DIE

Reported Dr. E. F. Lawson And Dr. M. McKenzie Victims Of Pneumonic Scourge

Reports have reached Shanghai that for the first time in a period of years pneumonic plague has appeared in the Fuklen port of Foochow and already has claimed the lives of two of the prominent medical missionaries stationed there. These are Dr. Edmund Fellows Lawson, who succumbed on June 15 and Dr. Marcus McKenzie, who died on June 20. Both are members of the Anglican Mission at Foochow.

Dr. C. M. Lacey Sites, who is a member of the faculty of the Union University of Foochow and who arrived here after leaving that port three days ago said yesterday that the outbreak at Foochow had not yet reached the tage of an epidemic.

He had been informed, he said, hat Doctor Lawson was stricken after having attended one of a number of Chinese cases and among the physicians who attended him was Doctor McKenzie, who was also fatally stricken. Doctor Sites said he could give but slight information concerning the situation and added that he could in fact not fully confirm the report that the two medical missionaries had died from pneumonic plague. He said there had been sporadic cases of the disease among the Chinese polulation for the past several weeks.

Doctor Sites is making a short stay here as a part of a round of visits he has planned for the coming weeks to educational institutions at various centers.

Schlobohm Freed In American Court On Traffic Charge

U. S. Commissioner N. R. Lurton yesterday dismissed the charges brought against Mr. F. W. Schlobohm of the Shanghai Service Company, when the latter proved that at the time when the police accused him of driving his motor car without a license and failing to obey traffic signals, he was in his offices.

The police had declared that Mr. Schlobohm driving Car No. 3183 on Mohawk Road at 4:30 o'clock, June 13 and kept going into Bubbling Well Road despite the fact that the traffic signals were set against him.

Mr. Schlobohm's defense was that he was in his office between 3 and 5 o'clock on the day in question. In this, he was corroborated by Mr. N. P. Gadjew, a Swiss broker. His motor car had been in a garage for painting and repairs. Mr. Joseph Holtzheimer of the Municipal Revenue Office testified that the license number for the car had been turned in May 9 and not taken out again until June 15.

Filipinos Are Sentenced For Street Fighting

Sentences of five and ten days each were passed on A. Pronto and E. Agienta, Filipino seamen, in the American Court before Commissioner Lurton yesterday. They were charged with being involved in a free-for-all fight on Woosung and Yalu roads Friday night during which a Japanese civilian and a policeman were assaulted. The Filipinos declared that they had been assaulted by Japanese and were merely defending themselves when arrested. A revolver and a box of ammunition carried by one of the seamen were confiscated.

Arms Conference Cost U. S. $252,002

(Reuter's Service)

Washington, May 25.—The armament limitation conference cost the American Government $252,002 minus an estimated unexpended balance of $350.92, according to a statement of expenses transmitted today by President Harding to the Senate.

Salaries of $68,689 was the largest item of expense, while the expenses for buildings were $44,219; for reporting proceedings, $29,358, printing $20,844 and for translations $29,726.

For rent of war department automobiles used by delegates and attaches the report showed $18,752 with $3,227 for other transportation. The item for "entertainment" was $9,356 while supplies cost about $12,000 and telephone and other wire facilities $4,453.

STRIKE FAILS

(Reuter's Service)

Calcutta, June 23.—The strike of Indian seamen is collapsing and work is being resumed. Five vessels sailed on June 22.

18 Months For Military Service

(French Wireless through Reuter)

Paris, June 23.—The Chamber has decided by 340 votes to 253 for the 18-months' period of military service.

Peking Cabinet Honors Dr. Wu

(Reuter's Pacific Service)

Peking, June 24.—A meeting of the Cabinet this morning passed a resolution of regret at the death of Dr. Wu Ting-fang. The Members of Parliament are meeting this afternoon with the intention of passing and telegraphinx to Dr. C. C. Wu, the deceased statesman's son, a resolution expressing their regret and sympathy.

A political effect of the death of Dr. Wu is that Dr. W. W. Yen is likely to continue as Premier,

'Summer Follies' To Be Staged July 1st At Del Monte Cafe

Not to be outdone by anything in America, Shanghai is soon to have its "Summer Follies—First Edition," opening at the Del Monte Cafe on July 1. The production, which will rank as the most ambitious cabaret performance ever attempted here, is fresh from America, and features four well-known artists of the American musical comedy and cabaret stage, the Misses Irene Gray, Elvira Petty, and Carolyn Mason and Mrs. S. C. Brady, in a program which in itself is almost of musical comedy scope. En route here, the "Summer Follies" played for three months in Tokio at the Peace Exposition, and was given an enthusiastic reception by both foreigners and Japanese.

MISS IRENE GRAY

Miss Gray, the star of the production, who charms equally in her dancing and singing, has achieved several remarkable successes in American musical comedy annals. She was featured as the soubrette in George White's Scandals," and later appeared in vaudeville and in the cabaret productions at the Hotel Butler, Seattle. Miss Petty is a dancer, and Miss Mason appeared for two years at the Frontenace in Detroit, and later at Tait's and Marquard's in San Francisco. Mr. Brady, the manager of the "Summer Follies," is a nephew of William A. Brady, the New York motion picture magnate, and has had considerable experience in producing for both the legitimate and motion picture stage.

Performances of the "Summer Follies," which begin on July 1 will open at 10 p.m. nightly and continue through until the closing hour of the cafe. Interspersed with the cabaret features will be a liberal supply of dance numbers, with "Billee" Powers and his jazz orchestra playing as usual.

The program for the first edition of the "Summer Follies" follows:

Opening Ensemble
Introductory Dance
Misses Petty and Mason
"Women" .....Miss Irene Gray
Egyptian Dance .....Miss Petty
"He's Me Kiddo" .....Miss Gray
"Who Wants A Baby?"
Miss Mason
Rube Specialty..Mr. Brady and Girls
"Hortense"
"My Irene"
Buck Dance and Clog Waltz
Miss Gray
"Sweet Man O' Mine" Miss Mason
"Yoo Hoo" Ensemble..Misses Gray, Mason and Petty
"The Bonnie Lassie"..Miss Petty
"I Never Knew"..Mr. Brady and Miss Gray

SHANGHAI LIFE WINS CASE IN BRITISH COURT

A decision in favor of the Shanghai Life Insurance company was handed down by Judge Peter Grain in the British Supreme Court yesterday in the case of Mrs. King Chun Kee against the company. Trial of the action, based on claims for a large sum made by the paintiff, occupied the attention of the Court for a considerable number of days.

This claim the Court found, does not in any material manner differ from that in Knox v. Gye (L. R.) 1871-2 (English and Irish Appeals Vol V). In that case which passed through all the Lower Courts and reached the highest court of the realm the House of Lords' claim was that an account might be taken of the partnership and such amount as should be found due to be paid. In that case the five Learned Lords all agreed that the Statute of Limitations did apply. I therefore find that the Statute of Limitations of 1623 applies and that this claim is barred under that Act.

Correspondence

BOLSHEVIK ACTIVITIES IN THE SETTLEMENTS

Editor, THE CHINA PRESS,

Dear Sir I have taken advantage of a very close touch with 'Things Chinese' in the International Settlements to get some knowledge of the inner workings of affairs, and I am convinced that unless steps are taken, at no distant date, effectively to stop Bolshevik activities here we will soon be faced with (to put it mildly) growing lawlessness. This insidious Bolshevik propaganda has obtained a larger hold than it need have if adequate measures had been taken, not so much to combat this propaganda, as to demonstrate to the people that the governing authorities are interested in the problems facing the Chinese in our midst.

The Bolshevik propaganda knows "Neither truth nor honor," yet the promises made are very naturally listened to eagerly by the very poorest who have nothing to lose, and this class forms a very large section of the Chinese in the Settlements. Our Chinese-Foreign Famine Relief Committee proposed to the Municipal Councils a scheme whereby, working together, we could make life more tolerable for the poorest of the poor here, and I see from this morning's S. M. C. Gazette that the S. M. C. is not willing to join with us. I have had no official reply to the lotter I addressed to the S. M. C. but doubtless this Gazette notice is official. I am convinced that a scheme such as we suggested would have demonstrated in a practical way th interest of the higher governing body and would have done more than all the police force could ever do in killing Bolshevism.

Furthermore, the middle class Chinese, or a goodly section thereof, hear gladly the gospel of Bolshevism, for many of them find the cost of living, particularly house rents, so high that they cannot live decently. Men of the teacher and writer class are at present reading the Bolshevik tracts and eagerly discussing the prospects of Bolshevik rule in the Settlements. When an educated man finds he can only earn enough barely to go round, with nothing over to educate his children, he is a ready listener to a new doctrine and willing to lend a hand at giving it a trial.

One other matter is worthy of note. The ramifications of secret societies here are such as give cause for alarm. How this menace can be met I leave to others, but I believe in *prevention* as the best and cheapest way to deal with this ever-increasing power within our borders, and the Council can best do this by taking steps to demonstrate to the people that it is really interested in their welfare. A constructive effort would not be costly and would accomplish much in promoting law and order and do more than anything else to end the Bolshevik activities now threatening the good government of the Settlement. Yours faithfully,

WM. E. SOUTER.

Shanghai, June 22, 1922.

Dr. Sun Blames Subordinates For Canton Treachery

(China Press Correspondence)

Hongkong, June 24.—Dr. Sun Yat-sen interviewed on board the Cruiser Wingfung at Whampoa today declared that he fell into a trap set by his subordinates whom he had considered were his friends.

He accused Chen Chiung-ming of treachery and declared that as a patriot, a man must set an example for future generations by refusing to yield to force.

"I will stake my life for righteousness," declared Dr. Sun vehemently, "and am prepared to die for China and the world.

"The men in power in Peking are endeavoring to reap the advantage by the elimination of those who fought for constitutionalism to which cause they are now subscribing.

"The bombardment to Canton was my protest against treachery.

"I shall not resign in the face of force.

"The Navy still is loyal to me."

The commander of the Wingfung then asserted that the Navy would be in action again as soon as the expeditionary troops return from their victorious march into Kiangsi.

Seaman Accused Of Stabbing Is Freed

Iver Keinamen, a seaman of the s.s. West Momentum, who was charged with having stabbed C. J. Moench, another sailor on board the Shipping Board vessel on January 27 and has been his own recognisance by United States Commissioner Lurton yesterday.

Keinamen was bound over to the United States Court for trial on January 27, was released on in jail ever since. In the meantime the complaining witness has been released from the hospital and has refused to prosecute the case. United States District Attorney Husar therefore moved the court to release Keinamen and take the case off calendar.

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Four Sweeping Slashes Ordered By Commission, Report Shows

(Reuter's Service)

New York, May 24.—The New York Herald says that since the enactment of the transportation act the Interstate Commerce Commission has made four sweeping rate reductions and, including that of today, several minor ones. It is estimated the reductions previously ordered have resulted in a lessening of revenues to the roads of approximately $186,000,000, and that the reduction ordered today will lop off $225,000,000.

In the same period the Railway Labor Board, following the wage increase of 22 percent made in 1920, has made one wage reduction of 11 percent, or half of the increase of 1920. The railroads now have an application pending for a further wage reduction of 11 percent, which the board is considering. It is estimated the reduction made and the one proposed would add to the revenues of the roads approximately $350,000,000 or $400,000,000, balancing the loss of revenue suffered by reduction in rates.

The sweeping reductions in rates already made include the Western live stock reduction of last August, amounting to a cut of approximately 20 percent, varying in different sections; reduction in Western rates on hay and grain, effective December 27 last, amounting to a cut of from 12½ percent to 17½ percent; reduction in rates on Southern hardwood lumber, varying on different kinds of lumber shipped.

On January 6 last the railroads voluntarily made a 10 percent reduction on agricultural products to last six months.

OIL PROFITS

(Reuter's Service)

London, June 23.—The Mexican Eagle Oil Company's trading profit for the second six months of 1921 was Mexican G.$26,800,000. The dividend for the six months is announced as 15 percent and 1,682,009 G. Mex. dollars has been carried forward. The profit shows a considerable decrease as compared with the corresponding period in 1920.

Resume Hearing Of Dispute Over Water Trademark

Further evidence in the suit brought by Kwauk Vee-kee against Wilfrid J. Haynes in connection with the sale of Watson's Mineral Water Co., Ltd., was heard in the British Supreme Court before Judge Peter Grain yesterday. The plaintiff asks Mex. $43,353.50 and Tls. 338.20 damages.

Cross-examined by Mr. Ranald G. McDonald, who is appearing for the defense, the plaintiff admitted that no complaints had been made by him regarding the furniture, capacity of the plant, bad debts, etc., until the statement of claim was lodged. He persisted in the assertion that the defendant had falsely and fraudlently told him that a certain trademark had been registered with the Customs and that as a result of that assertion he had used the trade mark and suffered damages in an action brought by A. S. Watson and Co., of Hongkong.

Abbey Funeral For Sir Henry Wilson

(Reuter's Service)

London, June 24.—Sir Henry Wilson will be buried on Monday in the north transept of St. Paul's Cathedral, beside the grave of Lord Roberts, with full military honors. The escort will be formed of six battalions of the Guards and six squadrons of the Household Cavalry. The Duke of Connaught will represent the King.

The crime has resulted in the resumption of police protection of Ministers.

The press is beginning to admonish the authorities and others not to lose their heads and warn against panic measures. They urge the necessity for adhering to the present Irish policy, so strikingly endorsed by the South Ireland elections.

It is now stated that police investigations up to the present moment have not revealed any evidence of the assassins of the late Field Marshal being associated with any far-reaching plot.

HONORS LIST

(Reuter's Service)

London, June 24.—The long list of honors in connection with the visit of the Prince of Wales to India includes the Earl of Cromer, who is promoted G. C. I. E., Vice-Admiral Sir Lionel Halsey, who is made K. C. I. E., many members of the Indian Civil Service and Indian Princes.

Arrest Of Ex-Peking Officials Ordered

(Chung Mei Service)

Peking, June 21.—It has been reported that Tsao Jui-lin and Lou Chung-yih have left Peking and are in the Japanese Concession in Tientsin. It was intended by the government to issue a mandate for their arrest but up to this time it has not been done.

The reason for the mandate is reported to be that during the European War these two men made contracts for loans which were irregular. It is also reported that the mandates cover not only these two but that others in high stations are involved. Opposition from some officials has apparently postponed the mandate.

Mr. Tsao has sent a telegram to the Government saying that his friends have telegraphed him that his house has been surrounded by the police. He does not understand this, as he has been in Tientsin with his sick father and has been indoors so that he has not been paying attention to political events.

He states that his work with the Government was always honest and now asks for a reply with specific charges. It is understood that no attention was paid to this telegram.

NATIONALITY BILL

(Reuter's Service)

London, June 23.—The Bill, introduced by Mr. Shortt, the Home Secretary, in the House of Commons, amending the British Nationality Acts proposes that children born abroad of a British father will be British subjects if the birth is registered at a British Consulate and the child on attaining his majority asserts his British nationality by a declaration duly registered.

TUBE LOAN

(Reuter's Service)

London, June 23.—Under writing is proceeding of £6,000,000 Underground Electric Railways. London, 4½ percent debentures at 94 and redeemable between 1942 and 1972.

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Glover's Dog Medicines will help to make him well
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EVERLASTING AS THE HIMALAYAS
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(No. 7 of a series)

"I have all the life insurance I need."

"THAT may be true, but have you ever checked it up in terms of daily income? You say that you have five thousand dollars of insurance and that is all you need. This sum invested at eight per cent would yield $33.33 a month or $7.69 a week. The important thing for you to consider is whether this is all your family would need. You must realize, too, that there is no other way whereby for a small sum of money you can immediately create an estate that will be ample for your family in case of your premature death. To-day, while you are in good physical condition, is the time to make sure that they are fully protected."

ASIA LIFE INSURANCE COMPANY, INC.

OPERATING UNDER AMERICAN CHARTER.
MAIN OFFICE:
Authorized Capital: G$500,000
15 NANKING ROAD, SHANGHAI.
Capital and Surplus paid in: G$150,000
BRANCH OFFICES: CANTON Victoria Bldg. Shameen; HANKOW 1 Tungting Road; PEKING 144 Hatamen St.
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St. John's University Holds Commencement

The 43rd Annual Commencement Day of St. John's University was held yesterday afternoon at the Alumni Hall instead of the South Lawn as was intended had the weather been fine. The guests first met at the Library where tea and refreshments were served.

The program began with an invocation by the Rt. Rev. F. R. Graves, D.D. Dr. J. L. Hawks-Pott made some announcements concerning the principal features of the activities of the University for the past year. Among other things he referred to the erect'on of St. Mary's Hall in its new site which together with the buildings costs G.$200,000, the construction of four new residences for the staffs, the purchase of an additional lot of 11 mow of land on the opposite side of the Soochow Creek, the receipt of a contribution for G.$4,000 from a donor, who wishes his identity to be concealed, for the enlargement of the dispensary and infirmary of the University; the gift of G.$1,000 for a scholarship; the receipt of $600 being the proceeds from an entertainment held by the graduating class and contributed to the building fund; the gift of a silver shield donated by the 1920 graduating class for award to the best student in the Department of Science; the establishment of the class of Journalism in the Department of Literature and the publication of the "Dial," the weekly organ of the University.

Acknowledgment was also made of gifts received from the Kodak, Limited, Du Pont de Nemours and the United States Steel Products Co., consisting of the respective goods in which they specialise, and contributed to the Departments of Physics Science and Engineering. Kodak's gift consists of a complete photographic outfit.

After the announcements the following prizes were awarded for the year commencing September 1921 and ending June 1922:—

Alumni Medal for Chinese Oratory ..... Liu Yun-fang

L. and D. Society Medal for English Oratory ..Liu Yun-fang

"1907" English Essay Prize .... Ku Chih-heng

"1910" Translation Medal ..... Ch'en Shih-dah

"1911" Shield for Inter-class Chinese Debate, Senior Class Team ..... (Liu Tsu-hui, Li Huan-wen and Ch'en Shih-dah).

"1911" Medal for Best Individual Debator .....Liu Tsu-hu

"1909" (Summer) Medal for Excellence in Chinese ..... Liu Yun-fan

"1900" Sociological Essay Prize ..... Liu Huan-we

"1912" Fict'on Prize ..... Lin Ch'eng-li

All-round Scholarship in Graduating Class (Presented by Q. S. Lieu, Esq.) ..... Hsu T'eng-hui

"1920" Prize for Best Science Graduate ..Ch'en Chung-yin

"1908" (Medical) for Best Medical Graduate .Tai Che-chih

Viceroy's Medals for Chinese ... (Liu Yun-fang, Liu Tsu-hui, Ku Chih-heng and Chen Chung-yin)

Stenhouse Tennis Cup ..... Meng Ch'ing-ch'eng

College Tennis Cups for Doubles (Ho Chia-liu and Ma Hui-pi)

College Inter-class English Debate, Junior Class Team .. (Ch'en Lin, Sun Shu-tung and Ku Tsu-fan.)

General Excellence in Athletics .. Ch'en Ch'i-tung

E.C.I.A.A. Basket Ball Championship (1921-22) ..... Capt. Lin Ch'uan-hui

Volley Ball Championship ..... Capt. Ho Chia-liu

After the distribution of the prizes, came the conferring of Degrees on the graduates of the 1922 class.

Special reference was made by Dr. Pott to Chang Wen-hwei, who received a certificate of proficiency as a special student, because notwithstanding the fact that Chang has lost his sight—he came from the Institution for Chinese Blind—he made a very satisfactory record in his studies of English literature, sociology and religion. Siao Tse-kih (better known as Dr. T. K. M. Siao), one of the recipients of the M. D. Degree, was also eulogised for his enterprising spirit in returning to the University for a year's extra studies after his graduation which took place 21 years ago when St. John's was not empowered to confer degrees.

Of the three recipients of honorary degrees of doctorship, Dr. Hawkling Yen and Dr. Wu Lien-teh were present while Dr. Wang Chung-hui is detained in Peking.

Two speeches were delivered, the speakers being Dr. Wu Lien-teh and Dr. Hawkling Yen. Dr. Wu deplores the dearth of foreign trained doctors in China. "In Japan," he said, "you find one doctor out of every 1,000 persons. Here in China the total of foreign trained doctors is 5,000 whereas the number should be 400,000." He made an earnest appeal for the upper classes to have their sons and daughters study medicine.

Dr. Hawkling Yen painted a graphic word picture of the great strides of progress that has been made in recent years, especially during the last decades. After referring to the far-reaching objects which the League of Nations and the Washington Conferance have set before them as their goals, he made an eloquent appeal to his audience to bear in mind that China is in the process of republican evolution, and that the apparent disappointments should only serve as sources of encouragement to individual and collective efforts to the great tasks of national rehabilitation and world reconstruction.

The program ended with the singing of the National Anthem. Bishop Tucker, Hon. Hsu Yuan, Commissioner of Foreign Affairs, U. S. Consul-General Cunningham, Dr. Gamewell, Mr. Julean Arnold, Mr. V. G. Lyman, president of the American Chamber of Commerce and Dr. T. H. Lee were among the guests of honor.

A special edition of St. John's Dial of 26 pages instead of 4 pages as usual is distributed free to the visitors.

Crowd Looks On As 5 Chinese Are Executed

(Continued from Page 1)

dnally unravelling a whole list of robberies of the past two years.

Wang and his followers first were convicted in the French Mixed Court, then in the International Mixed Court where they were convicted several weeks ago and condemned to death. Through all the period of his captivity and trial Wang's demeanor of cool insolence remained unchanged and when the soldier fired yesterday he still was smiling defiantly.

The five culprits, shackled in richshas, were taken from the arsenal prison about 2 o'clock yesterday afternoon. On the two-mile march to the execution ground, the five richshas proceeded in single file flanked by lines of stolid faced soldiers. Behind came several automobiles containing prison officials and representatives of the Settlement police and a Chinese Catholic priest.

Wang Siau-di rode in the first richsha and behind him came his chief aide and lieutenant, Soo Sung-nyau, and then in order Yang Fong-sung, Tsoong Ching-sung and Dzung Ah-yau. As the procession wended its way through roads linen with shops and Chinese dwellings and passed along lanes congested with humanity Wang and Soo amused themselves and voiced their last defiance to a world they were quitting. The throngs along the way, swiftly sensing the meaning of the tragic drama unfolding before them, first awed into silence stood gaping, and then fell in behind.

When they came to the river where the five men were to die proceedings moved swiftly, though Soo Sung-nyau continued his high-pitched sing-song chant. It was then that the priest besought the five to consider that they were about to die. He asked the men to let him baptise them, but in answer to his pleas Wang Siau-di smoothly replied in carefully phrased insults while the grosser Soo paused in his singing long enough to let flow a torrent of blasphemy and invective, offering the meanest affront to the clergyman.

Dzung Ah-yau remained standing silently near the five waiting coffins, but he too refused baptism. Only two of the five, Yang Fong-sung and Tsoong Ching-sung with furtive glances at their companions yielded to the priest's entreaty and to these two the sacrament was given with simple earnest words by the priest.

Quickly then the five men were seated with their backs to a gravemound. The blindfolds were adjusted as five soldiers with their rifles at the ready took stations just a pace in front of each of the figures. Wang Siau-di was voicing a mild pleasantry to the man next to him and Soo Sung-nyau again had begun a shrill wailing chant when the order was given and the rifles flashed. Wang's sentence remained unspoken and Soo's song ended in the middle of a note.

They buried the men on the spot.

SOCONY MEN LEAVE

Mr. R. E. Gahn and Mr. R. H. Becker, Traveling Auditors of The Standard Oil Company, who have been in Shanghai for some time, sailed yesterday for Bombay on the steamer Azay de Rideau. On the evening before their departure they were guests of honor at a leave-taking dinner that was tendered to them by members of the Accounting Department of the Shanghai offices of the Standard Oil Company.

LACHAMP

(Ye Gift Shop)

17 NANKING ROAD

ANNUAL SUMMER SALE

JUNE 26-JULY 1. Both Days Inclusive

A special opportunity is given to lovers of artistic things for house decoration and personal adornment. Special Reduced Prices to Clear

SUBSTANTIAL REDUCTIONS

An Empty Butcher's Shop!

WALK into a butcher's shop, look around you. If you see no meats at all, your first impression will be surprise. "What! No meat in a butcher's shop!"

But a second thought will immediately suggest the explanation. Recalling the warm and muggy weather, you will realize the utter impossibleness of keeping meats elsewhere than in a special refrigerated chamber.

That tells exactly the story of Dombey and Son's Butcher Shop.

Iron rails around the walls, rows of hanging meat hooks, a counter, chopping blocks, an elaborately sensitive scale the whole spotlessly, scrupulously clean.

That's all. No meats.

But go into their Special Cold Room for Meat, and see it there. Fresh and so safe!

And when you buy, your purchases go direct from the cold room to your Ice Chest.

This is one feature of Dombey's Service—one reason why it will pay you to trade there.

Another is that the Manager and Foreign Staff live on the premises and are on the job always.

There are other reasons which you must experience to appreciate.

Why not call in and see them?

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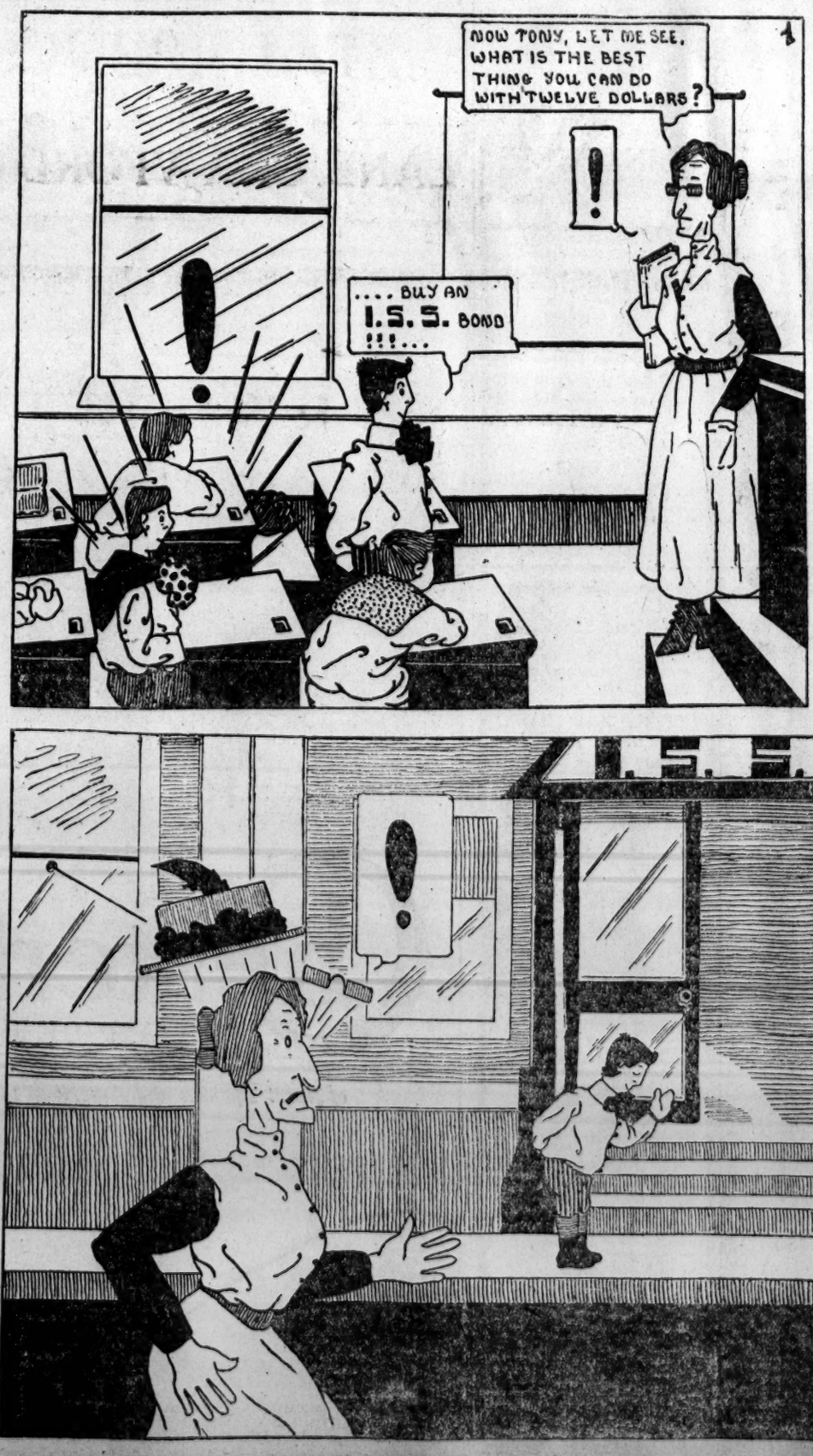

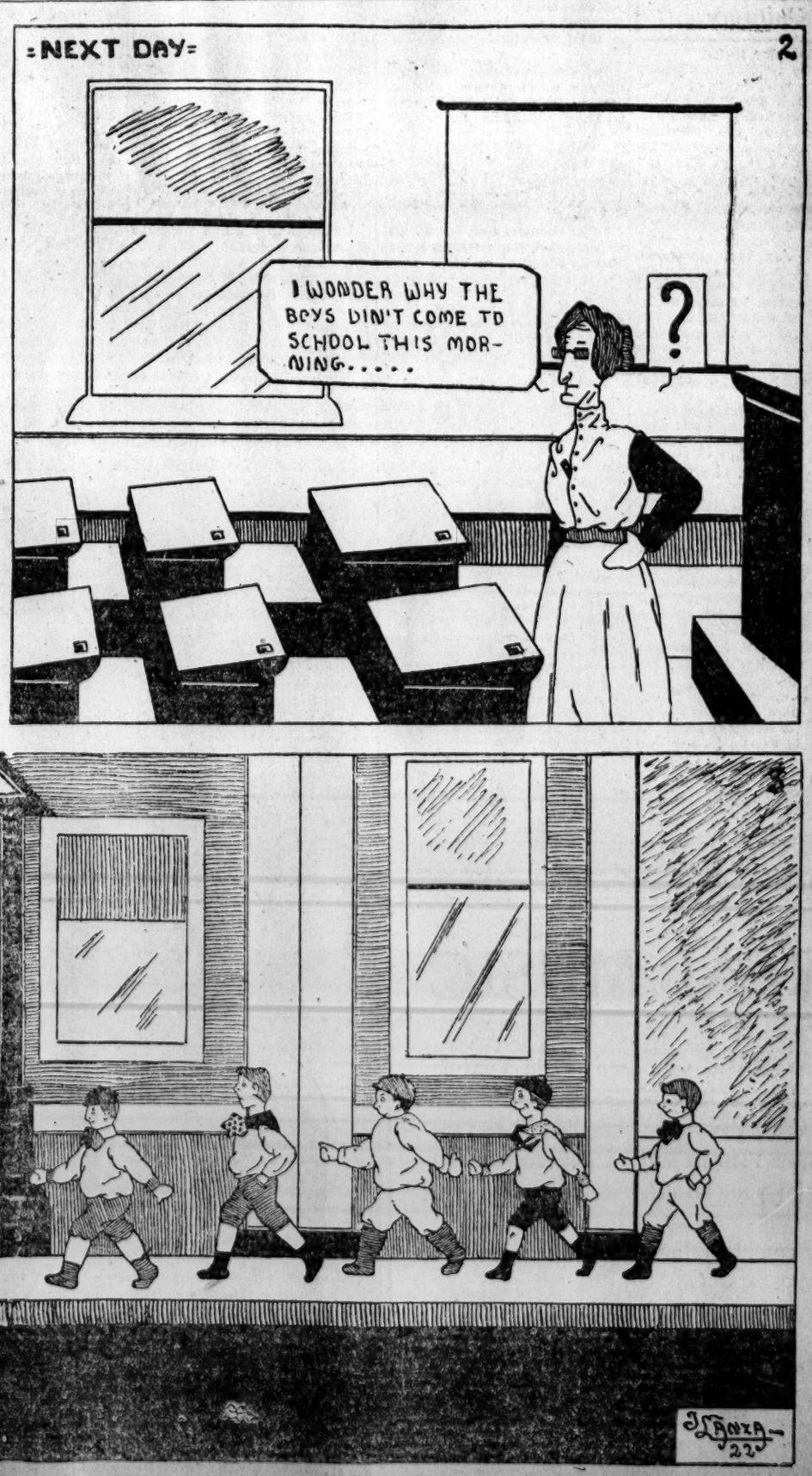

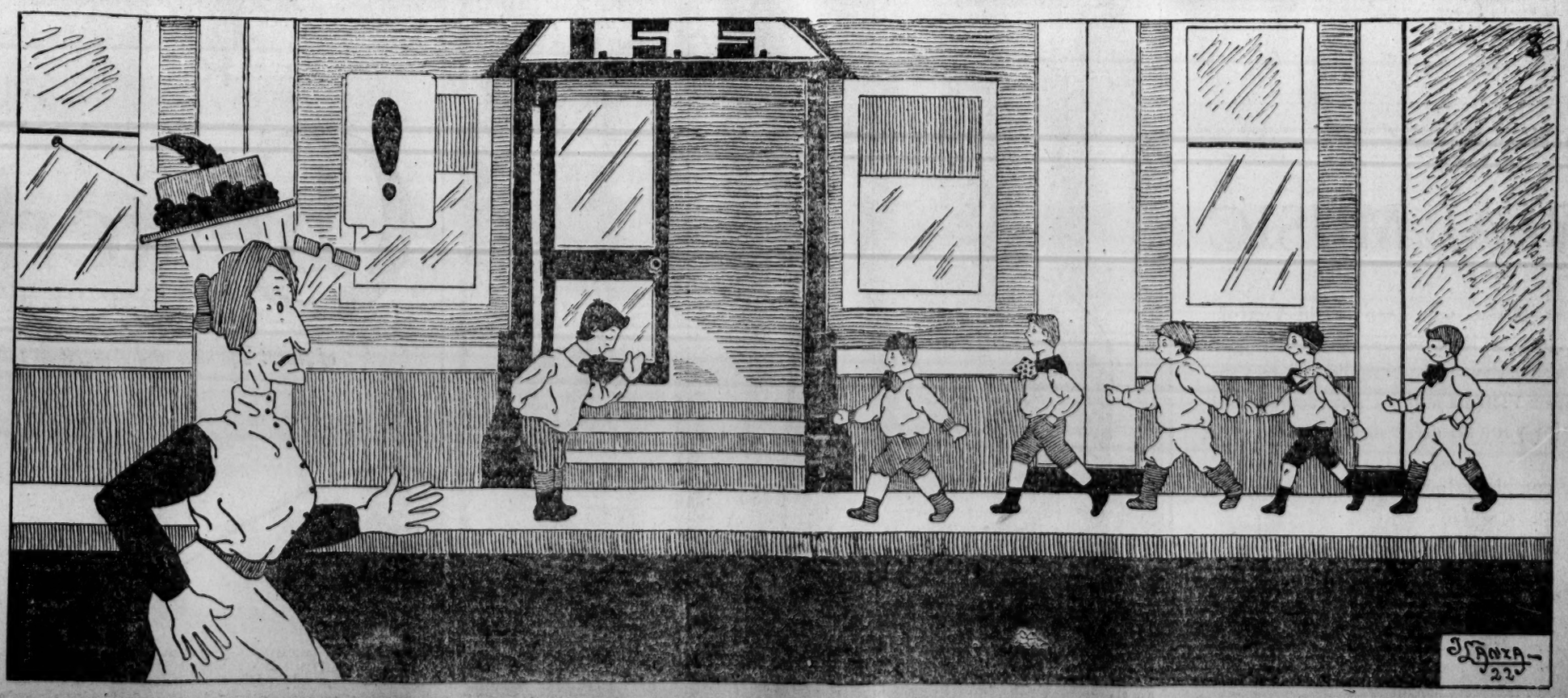

Californians Score Hit In Songs And Skits

In the words of Messrs. Cole and Taylor, who, by the way, scored a particular personal success, the University of California Glee Club and Jazz Band, which appeared in the first of a series of five performances at the Olympic Theater last night, are the "cat's meow," as far as college song and humor are concerned. And again resorting to the phraseology of Messrs. Cole and Taylor, applaud was what the capacity audience last night did nothing else but. To those who still have in them memories of college days, it was a great evening's entertainment and one that made five again times when thoughts of a serious character might be entertained occasionally, but never for long.

The Glee Club, under the direction of Clinton R. Morse, is an organisation which shapes up well with any similar outfit in the States, but the real merit of the performance last night was found, not so much in the chorus numbers as in the individual acts put on by various members of the club. These included a saxaphone solo by Earl Reed; tenor numbers by Mr. Morse; character songs by Harold Girvin which scored heavily with the audience; several numbers by the saxaphone quartet composed of Messrs. Reed, Woolsey, Edmundson and Cornell; a piano solo by Albert King, who served ably as accompanist throughout the program; the song and dance skit by Cole and Taylor, which might well have come out direct from the "big time" in America, and as a really fitting climax, several selections by the nine-piece jazz band, which, with its four saxaphones, its really excellent cornet and trombone, its twanging banjo and muffled drums, set two thousand feet to tapping in rhythm with the music.

The program given last night will be repeated at the Olympic Theater tonight. On Monday night, there will be a complete change of program.

Obituary

ROBERT ROTH

Word was received in Shanghai yesterday conveying news of the death of Mr. Robert Roth, who has long been prominently known here in commercial and theatrical circles. He was a member of the management of the B. Roth and Company Import and Export House and since 1912 was manager of the Victoria theater. His death took place at Unzen, Japan.

Last July Mr. Roth suffered a severe stroke of heat prostration for which he was under treatment for months and he never recovered from the seizure. Accompanied by his father and mother, Mr. and Mrs. B. Roth, he went to Unzen on June 17, on the steamer Empress of Russia. It was thought he might obtain relief by taking the baths at Unzen.

Mr. Roth was 32 years old at the time of his death and besides his parents, he is survived by a sister, Miss Daisy Roth, and by a brother, Mr. L. F. Roth. Mr. L. F. Roth is leaving today for Unzen on the steamer Taiyo Maru.

V. A. ZAVERNIAEV

After a touching choral service at the Bubbling Well Cemetery, conducted by a prelate from the local Orthodox Church, and attended by a gathering of relatives and friends, the remains of the late Colonel V. A. Zaverniaev were laid to rest at 3 o'clock Friday afternoon.

Mr. Zaverniaev, who was but 36 years old died suddenly after an attack of typhoid fever. A refugee from Russia, he had seen active service during the great war in different departments of the army in Russia. He leaves a widow and three children to mourn him.

MUTT & JEFF

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Dan Cupid Has Jeff Groggy

By Bud Fisher

MISS SCHULTZ, DID YOU GET THE FLOWERS I SENT YOU?
YES, JEFF! YOU'RE A DEAR! I LOVE YOU!
PLEASE REPEAT THAT LAST SENTENCE! PLEASE! GO ON!
YOU'RE THE LIMIT, JEFF! I LOVE YOU!
SHE SAID 'I LOVE YOU' TWICE TO ME! OH, MAN!
MUTT, AIN'T THE SWEETEST WORDS IN THE ENGLISH LANGUAGE 'I LOVE YOU'?
WELL, I UNDERSTAND THAT SOME AUTHORITIES REGARD "HERE'S THAT DOLLAR I OWE YOU"
AS ABOUT THE ACME AND EPITOME OF SATISFACTORY, IF NOT SACCHARINE, SENTENCES!
257

News Brevities

Tomorrow, Monday, is the birthday of Queen Mary of Great Britain.

* * *

Father John A. Croke, S. J., who for the past two years has been at St. Joseph's Church here, left yesterday by the M. M. S. S. Azay le Rideau. Father Croke, who has been ill, is returning home to England.

* * *

Alfred Morovitch, pianist, returned to Shanghai yesterday on the China Mail s.s. China after a successful season in New York.

* * *

Dr. Sun Yat-sen's residence at 29 Rue Moliere in the French Concession is being renovated ready for his occupancy. Dr. Sun is still in the South despite reports that he was already on his way to Shanghai, but he is looked for in the near future.

* * *

Dr. Graham Taylor, the noted Chicago social worker, who has been in China for several months studying conditions and writing some special articles on China for the Chicago Daily News returned to Shanghai Friday night and sailed yesterday for Yokohama on his return to the United States.

* * *

The statutory meeting and first ordinary general meeting of the Carlton, Ltd., will be held on June 30.

* * *

Mrs. G. de Rossi, wife of the Italian Consul-General, leaves for Hankow on the s.s. Kungwo tomorrow.

* * *

Mrs. J. H. Pott, Mrs. W. H. Pott and Miss O. H. Pott left for Tsingtao on the s.s. Sinkiang yesterday.

* * *

The annual meeting of the American Chamber of Commerce will be held at the American Club on June 29.

* * *

Dr. H. H. Morris of St. Luke's Hospital, accompanied by Mrs. Morris, left on the President Lincoln yesterday for the United States. Dr. Morris goes on a year's leave of absence. Prof. C. F. Remer of St. John's and Mrs. Remer go on the same steamer on vacation.

* * *

Tomorrow, according to the Chinese calendar, is Tien-it-shao-hua. "Formation of Heaven and Earth," and Hsiao shu, "slight heat."

* * *

Miss K. V. Shekury of the Standard Oil Company, who was injured a few days ago on Bubbling Well Road, has been taken to the General Hospital. Physicians fear internal injuries. Miss Shekury was riding in a ricsha and was struck by a motor car driven by Judah I. Ezra, according to reports made to the police.

* * *

Dr. Luther Freeman, former pastor of the Community Church accompanied by Mrs. Freeman, left for the United States yesterday on the Pacific Mail Steamship liner President Lincoln.

* * *

A wheelbarrow coolie who was knocked down by a motor car which failed to stop after the accident on Connaught Road Friday, died at the Shantung Road Hospital yesterday.

* * *

Dr. Frank Rawlinton, editor of the Chinese Recorder, will address the Sunday Service League today at the Y.M.C.A.

* * *

Commencement exercises at the Mary Farnham School and Lowrie Institute, South Gate, will be held next Tuesday at 4 p.m. The baccalaureate sermon will be preached this morning at 10:30 o'clock.

* * *

All American children five years of age and older who will be in Shanghai over July Fourth are invited to assemble at the home of Mrs. Frank J. Raven, 405 Avenue Joffre at 4:45 o'clock Monday afternoon, when they will be organised to take part in the flag drill which will be held at the Recreation Grounds on the Fourth of July following the baseball game. The work of organising the children for the flag drill has been undertaken by Miss Kitchen.

U. S. S. Whipple Has Two Claims To Fame

(Continued from Page 1)

Sea Express." She carried many important personages on short voyages from Beyrut and other ports to Constanza and Constantinople. If the "Whipple" had kept a visitor's book at the time, it would be filled almost entirely with names of fleeing Russian royalty, just going anywhere, so long as it was in the general direction of departure from Russia.

"PETE" OF ADEN

There were some American "passengers," however, Maude Redford Warren, the writer, being one of the passengers carried to Constantinople, for in those days the government regulations were loosened to permit women to get to safety zones. The ship was a haven of refuge and all the rest included in the welcome that goes with refuge, for newspaper correspondents investigating the political situation in that part of the world.

When the "Whipple" got to Samsoun, Turkey, she wasn't so tangled up with rescue work that she couldn't get off to play baseball, occasionally. The "Barker," lying along side her now in the harbor here, furnished a rival nine on one occasion.

Over in Aden, the ship picked up the monkey, "Pete," that is the ship's mascot to this day. "Pete" is not an aristocrat of the tree-jumping family. He is part monkey and part baboon, but he wears his clothes and salutes like a little gentleman. The chief gunner's mate, whose special pet "Pete" is, takes as much care of him and his wardrobe as he does of himself.

"Pete" doesn't like the cold climate of Shanghai (residents please take notice and be cheered accordingly). He shivered on deck every night last week when the local population in its mess jackets and little more than tulle was slowly and uncomfortably dissolving into mere shadows of their former selves in the June heat. The ship's doctor ordered "Pete" to cover up his chest or he'd catch cold in it. So the chief gunner's mate salvaged a sock somebody knitted for a sailor during the war, ripped a stitch here and a added one there and covered the chest that was in danger. "Pete" has a lot of fur on his back, so the sailor just tied the front of the sweater on with strings.

THOSE TRICKY TROUSERS

When "Pete" does his tricks for visitors he is dressed up in nifty trousers as well. He is as fidgety about these as a kid in his first dress suit, and nervously pulls them up about the knees between tricks.

The little fellow can snap into a salute that would do a 5-year navy man proud; he turns somersaults with the grace and abandon of any child of the forest. And he sits down gravely and crosses his legs like a little old man ready to smoke a pipe before the fire.

He is quiet and refined in his habits, not like other monks who have been in the navy and who have wondered into the wardroom, thence into the Commander's cabin, and made a jolly hash of the general scenery there by decorating the interior with a couple of bottles of red ink and library paste that happened not to be nailed down.

The monks that are worst in their habits are hardest to kill. One fellow on a neighboring destroyer, so the story goes, swallowed a quantity of red lead and then tried to bite the chief bo'sun's mate who, naturally enough, got somewhat peeved as a result. His peevishness took the form of near-capital punishment for the monkey for he lifted him by the tail, swung him around a few times and then lammed him over the side. A sampan squadron below dispatched one of its deep sea divers after the monk and the Chinese came up smiling and handed the refractory erstwhile pet over the rail to the still raving bo'sun's mate. He forgave the monk, took him down to the engine room and hung him up to dry, and the next day the animal that made Darwin famous was running around as good as new.

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THE EAGLE DRUG COMPANY, INC.

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The Music you hear on the Victrola is just as Real as though the Singers and Players were actually before you. Get a Victrola and Victor records and enjoy your favourite music at will.

A complete line of models to select from.

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Exclusive Distributors

You'll be enthusiastic too—if you use 'GERMOL' for the hair.

To Build up in Weakness

To make you well and keep you well—you and your children—this is the work of SCOTT'S Emulsion in cases of

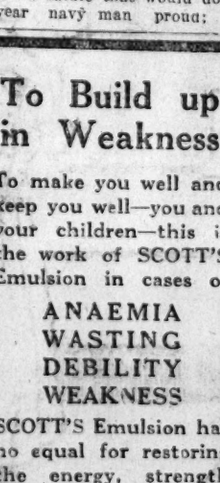
ANAEMIA
WASTING
DEBILITY
WEAKNESS

SCOTT'S Emulsion has no equal for restoring the energy, strength and vigour of glorious health lost through fevers or "summer complaints".

Still the best after 48 years' tests, this great remedy has many imitators, but no equal. Therefore, look for the trademark on the package and be sure of the genuine

SCOTT'S Emulsion

Here is the Trade Mark



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"They Satisfy"

Chesterfield
CIGARETTES
of finest Turkish and American tobaccos—blended

Taste is a matter of tobacco quality

We state it as our honest belief that the tobaccos used in Chesterfield are of finer quality (and hence of better taste) than in any other cigarette at the price.

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U. S. A.

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3 Cents a Word
Minimum Charge
60 Cents

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WANTED to rent, detached 4-5 roomed house, furnished or unfurnished, all modern conveniences, garden, garage, French town, for three months or longer. Reply to Box 557, THE CHINA PRESS.
49802 J 1

WANTED for immediate occupation house of 4-5 rooms. Bath and servants' room. Rent not exceeding Tls. 100.00. Address Box 699, THE CHINA PRESS.
49734 J 25

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48539

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FOUND English pointer. If not claimed within 3 days, advertiser will consider himself owner. Apply to Box 718, THE CHINA PRESS.
49782 J 25

THE SANITARY DAIRY FARM 衛生牧場

Begs To Announce

That in response to the persistent and long standing demand in Shanghai for FRESH, PURE AND DEPENDABLE MILK they will open on July 1st, a modern, sanitary and up-to-date Dairy, and will be in a position to furnish and deliver to customers none but the PUREST, FRESHEST AND MOST DEPENDABLE MILK IN SHANGHAI.

Supervision directly under the Manager who is thoroughly conversant with the Dairy Business. Purity Guaranteed.

Inspection invited. Your order will receive prompt attendance.

60 Connaught Road
Shanghai.

Dr. J. Podpakh, M.D.
German University (Berlin)
Diagnostic cabinet for Urinary diseases.

Specialist in female diseases, confinements, surgical, internal, kidney and bladder diseases, venereal and skin diseases. Latest methods of diagnosis and treatment. Ultra—violet rays and electrical treatments. Analysis of blood and urine.

Consulting hours (daily, except Sunday): From 10 to 12 a.m. and 3 to 6 p.m. (or by special appointment). Telephone C. 434. 14 Klukiang Road, corner Kiangse Road, Esra Building, 3rd Floor, (opposite Hotel Kalee).
44692

TSINGTAO
1922
SEASON

The Hotel-Pension-Seaside has been enlarged and improved and is now a nice little hotel with 20 rooms, a large dining room with varandah attached, a nice garden, tennis ground, auto-garage, etc.

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FOREIGN SUPERVISON
B-30, DIXWELL ROAD
(Off Broadway Bridge)
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USED CARS

HANDSOME Ford Sedan with all appointments, just like new. For demonstration and particulars, address Box No. 742, THE CHINA PRESS.
49820 J 28

BUICK 4 in excellent condition, two sets seat covers, chauffeurs uniform spare tire etc. for Tls. 1,350. Address Box No. 743, THE CHINA PRESS for trial.
49820 J 28

STUTZ Roadster just repainted, with new top, storage battery etc. Owner driven less than 7,000 miles. Has two spare wire wheels with cord tyres. Car must be seen and driven to be appreciated. Real bargain. Apply to Box 744, THE CHINA PRESS.
49820 J 28

NEW 8 cylinder DeDion Bouton driven less than 100 miles by owner for sale at sacrifice. Four-seater body. 18 miles per gallon. Apply to Box 745, THE CHINA PRESS.
49820 J 28

SIX-CYLINDER Buick, driven 8,000 miles, all brand new tires with one spare. Owner must sell. Please write to Box No. 746, THE CHINA PRESS.
49820 J 28

PRACTICALLY new Three ton truck chassis in FIRST CLASS condition including new tires for sale for Tls. 2,450. Address Box No. 747, THE CHINA PRESS.
49820 J 28

FOR SALE, Willys Knight limousine, 7 seater, home made body as good as new. Taels 3,000 or nearest offer. Apply to Box 728, THE CHINA PRESS.
49796 J 28

HANDSOME Overland limousine for sale, best engine, just overhauled and painted. Price Tls. 1,100. Owner has bought a larger car. Address Box No. 733, THE CHINA PRESS.
49805 J 1

UNUSUAL BARGAIN. For sale "Chandler," six cyclinder, touring car, 7-seater, new tires, first class condition, Tls. 1,800. Apply to 47, Bubbling Well Road. Room 16, from 10 to 12 and 4 to 6.
49784 J 27

FORD sedan, self starting and electric light inside and out. In splendid condition. Owner driven. Secondhand. Price Taels 1,300. Apply to Box 706, THE CHINA PRESS.
49755 J 25

OVERLAND car. Four seater for sale. In first class condition. All accessories and four spare covers complete. Tls. 1150. Apply to Box 711, THE CHINA PRESS.
49767 J 25

OFFICES, ETC., TO LET

TO LET, offices and showrooms on ground floor near Bund. Can be subdivided in large or small spaces. Apply J. T. Hammond, 5 Jinkee Road.
49796 J 28

TO LET. Modern large and small offices. Moderate rents. Apply to Shanghai Industrial Banking Corporation, 18 Klukiang Road.
B.

TO LET for immediate possession, office or small show-room at 124, Szechuen Road. For further particulars, please apply to the Han Yung Company, 96 Szechuen Road.
E.

OFFICE room to be let with enclosed verandah, Central district, 1st floor. Rent Tls. 40.00 per month, including lights, tax, etc. Apply to Box 720, THE CHINA PRESS.
49786 J 27

TO LET offices with attached godown, in Central district. Apply to Pohoomull Bros, 21 Museum Road.
49515 J 30

TO SUBLET Uptodate offices, completely furnished in modern building, business district. Lease 2½ years to run, exceptionally low rental. Floor space approximately 3,000 square feet, consisting of one large general office, six private offices, two large well-lighted sample rooms. Lease will only be transferred on purchase of furniture, which will be turned over at a reasonable price. Furniture is oak, practically new, comprising of Roll and Flat top desks, filing cabinets, display cabints and tables, typewriters, safes, Swival and upright chairs, in fact, everything needed in an office. Advertiser withdrawing from China field. A bargain for someone. Available from July 1st. if desired. Reply to Box 698, THE CHINA PRESS.
49732 J 27

APARTMENTS TO LET

TO LET, a very desirable two room flat, facing South, in Central district close to Bund. Recently decorated. Bathroom has modern porcelain fixtures and is piped for geyser. Light, water etc. included in rental. Apply to The Ben Buildings Co., 'Phone Central 1930.
49804 J. 25.

TO LET a flat of two furnished rooms with verandah and two bathrooms or each room separate without board. Use of kitchen if desired. Modern Building. Very central. Address Box No. 725, THE CHINA PRESS.
49792 J. 27

AT Bubbling Well Road, opposite Race Course, from 1st July. To let unfurnished newly decorated flat. Consisting of two large, airy, rooms. Bathroom (geyser), kitchen and attic for baggage. Address Box No. 722, THE CHINA PRESS.
49789 J. 28.

FOUR roomed flat, kitchen, bathroom with gas, servant, quarter, garden, telephone, in private family. Wayside district. Apply to Box 740, THE CHINA PRESS.
49815 J. 25.

FLAT to let, three rooms, verandah, modern bathroom, boxroom, kitchen and servants' quarters. New furniture to be taken over at cheap price. Address Box 726, THE CHINA PRESS.
49795 J 27

TO LET. Unfurnished, 3 roomed flat, verandah, kitchen, bathroom and servants' rooms, light and taxes, telephone included very convenient and reasonable. Please inquire No. 1, Young Allen Terrace. Tel. N. 2072.
49810 J 28

TO LET from July 1st, unfurnished flat two large rooms, bathroom, kitchen, verandah. Price $75 including light, water and taxes. Western district. Apply to Box 670, THE CHINA PRESS.
49713

FLAT, furnished, 2 rooms, kitchen, bath or will let rooms separately. Without meals. British home. 2A Wongkashaw Gardens. Tel. W. 2779.
49779 J 28

TO LET, well furnished flat of two rooms, bath, kitchen and verandah, also one furnished room. Apply 34, Wayside Road.
49667 J 25

FURNISHED two roomed apartment with kitchen and bath attached. Telephone, garden etc. Western district. Apply to Box 676, THE CHINA PRESS.
49689 J 25

TO LET. From July 1 modern apartment two rooms, kitchen and bath. Very desirable. Apply to Box 535, THE CHINA PRESS.
49369

HOUSES FOR SALE

FOR SALE. Six modern semi-detached foreign residence with five mow of land in Northern district. A very desirable property for anyone interested. For particulars, apply to Box 715, THE CHINA PRESS.
C.

APARTMENTS WANTED

WANTED. A small furnished flat, with sitting room, bedroom and bathroom. Western district or French Concession. Apply to Box 734, THE CHINA PRESS.
49806 J 25

MISCELLANEOUS

ENGLISH SETTER at Stud. Prize winning pedigreed throughbred. Apply to Box 686, THE CHINA PRESS.
49705 J 27

ESTIMATES requested for a motor-boat 25' to 30' cabin, good engines, draught under 2' speed not less than 10 miles, self starter, etc. Apply to Box 714, THE CHINA PRESS.
49775 J 27

FOR HIRE during July, August and part of September. Ford sedan. Very comfortable car. Self starting and electric lighting. Seventy dollars per month. Garage in Avenue Road may be included for Taels 5 per month. Tel. N. 1352, or W. 1245.
49755 J 25

STENO-TYPIST. By appointment only. Central 1856. Miss Apple, 103 Szechuen Road.
49645 J 25

HOUSES TO LET

HOUSE to let, 8 rooms, 3 bathrooms, furnished or unfurnished. Apply telephone W. 2091, or Box 741 THE CHINA PRESS.
49818 J 29

TO LET. Modern house for immediate occupation at Yu Yuen Road, 5 rooms, servants' quarters, garage and large garden. Moderate rental. Furniture and fixtures to be taken over. Apply to Box 727, THE CHINA PRESS.
G.

TO LET, with or without furniture separate good house, 6 rooms, 3 bathrooms, 3 servants' rooms, kitchen, pantry, verandah, tennis court, telephone. Modern conveniences. Near French Park. 65, Route Vallon. Apply 2 to 7 p.m.
49797 J. 30

NICE painted house to let, 41 Medhurst Road, near Markham Road, 5 big rooms, 7 small rooms, kitchen, bathrooms, garage, verandah, garden, facing South. Electric and Gas. Tls. 125 monthly. Apply Dr. Chen, Shantung Road Hospital.
49793 J 27

THE RADIANT CO. Modern houses for rent western district. One large godown for rent with Soochow Creek frontage. Land and houses for sale. Mortgages, architects and insurance. Apply for further details by mail to The Radiant Co. P. 60 Nanking Road.
49299

FOR RENT or for sale, six roomed unfurnished house on Rue Lafayette, 4 mow of land, two tennis courts, garage, etc. Apply Raven Trust Co.
F.

TO LET modern furnished house, 151 Avenue Dubail, consisting of 6 living rooms, bathrooms, dining room, kitchen, servants quarters, garage, garden. Apply to the above address.
49778 J 27

FURNISHED house for rent, or will share same with two or three gentlemen during Summer while family is away. Western district completely furnished, screened throughout. Telephone West 112.
49777 J 30

TO LET, 5 roomed house, Wayside district. Rent Tls. 55. 2½ years lease. Fixtures to be taken over at actual value. No key money. Apply to Box 703, THE CHINA PRESS.
49747 J 25

FOR immediate occupation to let a very comfortable house. Furniture optional. 41, Seymour Road, phone West 2608.
49756 J 25

TO LET. New semi-detached 6 roomed house, 3 bathrooms, garage, large garden, sanitary plumbing, hot water. Rent Tls. 85.00. Near French Park. Part furniture to be taken over. Tel. W. 1796.
49742 J. 29

TO LET. House Western district, near tram, Six large rooms, three bathrooms, servants quarters, modern sanitation, small private garden, Garage, few fixtures to be taken over, just decorated throughout. Tls. 112 per month. Early occupation. Lease about 2 years. Apply to Box 689, THE CHINA PRESS.
49714 J 25

TO LET, furnished house, Sinza Road, 6 rooms, 2 bathrooms, servants quarters, garden, tennis court, garage. Immediate occupation. For about 6 months. Apply to R. Mahnfeldt, 128A Szechuen Road.
49685 J 27

TO LET, Modern furnished house at 34A Yu Yuen Road, consisting of 4 living rooms, kitchen and bath, modern plumbing throughout. Garage and large garden. Apply at above address or telephone Central 947.
49339

TO LET, one large residence with 27 rooms (partly furnished) and modern plumbing and tennis court and garages, on Kiangwan Road near the Park. Suitable for a club or private hotel. Rent Tls. 750 per month. For further particulars apply to Messrs. Cumine and Milne, Architects, 38 Kiangse Road.
49325

GARAGE TO LET

FOR RENT. A modern two-storey garage, area 100 fongs, with show rooms and workshops. Entrances on Great Western Road and Rue Ratard, near Chengtu Road. Rental Tls. 475 per month. Apply c/o Pacific Trading Co., 4B Peking Road, phone C. 3644.
49754 J. 29

SITUATIONS WANTED

EXPERT male stenographer and general office assistant, knowledge of bookkeeping, coding, filing, etc., seeks change. Nine years' experience. Excellent references. Address Box No. 730, THE CHINA PRESS.
49799 J. 27.

AN educated American woman of 40 wishes a position as secretary or companion where tact and intelligence will be appreciated. Address Box 713, THE CHINA PRESS.
49772 J. 25.

POSITION wanted immediately by lady steno-typist, also knowledge of French. Apply to Box 731, THE CHINA PRESS.
49800 J 28

LADY stenographer offers her services in exchange for passage to Japan. Willing to serve as lady's companion or governess. Apply to Box 729, THE CHINA PRESS.
49798 J 27

YOUNG foreigner several years experience seeks position as godown-keeper in printing, binding or paper firm as well as other kind of stock. Best references. Outport no objection. Apply to Box 724, THE CHINA PRESS.
49791 J 25

COMPETENT Chinese steno-typist with 8 years' import and export experience, desires position. Apply to Box 737, THE CHINA PRESS.
49811 J 27

EXPERIENCED bookkeeper and typist with knowledge of correspondence, filing and coding, desires position. Best references and testimonials. Please reply to Wong Ing Kiat, Y. M. C. A. Foochow.
49783 J 25

A Chinese gentleman is open to receive offers from firms in good standing, who may require the services of one to take charge of their import department. The advertiser has had many years sound experience in the import business, and has in the past few years specialised in woollens and piece-goods. Good connections locally and in England. If necessary, advertiser is willing to accept a position as compradore. If any concern is interested, apply to Box 708, THE CHINA PRESS.
49765 J. 25

GERMAN, independent and trustworthy, experienced in general office work, import, calculation, as well as inspection of outward subdivision commercial and technical kind, wants position. Apply to Box 680, THE CHINA PRESS.
49697 J 29

POSITION wanted immediately by experienced steno-typist with knowledge of filing, coding, etc. Very well recommended, energetic and reliable. Address Box No. 678, THE CHINA PRESS.
49695 J 28

BOOKKEEPER, ten years' experience, requires position as accountant or cashier. Can furnish Cash Bond. Good testimonials. Address P. O. Box 56, TSINGTAU.
49585 J 30

OFFICES, ETC., WANTED

WANTED. Building suitable for large Store in Nanking Road East of Honan Road preferred. Required for next year. Reply to Box 671. THE CHINA PRESS.
49676 J 27

WANTED. Immediately rooms, suitable for use as offices and godowns. Central district preferred. Apply to Box 673, THE CHINA PRESS.
49680 J 25

PROFESSIONAL

FRENCH lady, 10 years experience high school teacher, gives lessons conversation and grammar. Rapid progress guaranteed. Apply to Box 704, THE CHINA PRESS.
49752

AH PAO, Chinese masseuse, massages patients, charges moderate. Patients may visit Ah Pao's house or she will visit their homes. 226 Szechuen Road, corner Ningpo Road. Upstairs of Him Yick Bank. Tel. C. 3493.
48885

ENGLISH ladies give lessons, English, shorthand, typewriting and music. Miss Ryan, 3A Wongkashaw Gardens. W. 2779.
46239

THE FILIPINO JAZZ string band under direction V. Bagaman accepts to play at Tea Dances and Ball Parties. Phone Mr. Rivera North 2308.
49471 J 30

ROOMS TO LET

FRENCH Concession. To let from 1st of July in private family, very large cool, comfortable furnished room, bathroom attached, all sanitary conveniences, verandah facing garden, use of drawing room. Excellent board, 5 minutes from car line. Apply to Box 721, THE CHINA PRESS, or phone West 2173.
49788 J 29

TO LET room with verandah and bathroom. Full board. Please apply 28, Carter Road, or phone West 1912.
49763

TO LET, one nice front room with board or without. Suitable for bachelor or married couple. Apply to 42, Boone Road.
49781 J 25

TO LET, furnished room with board, separate bath and verandah. Apply 43, Boone Road.
49716 J 28

ORIENTAL HOUSE. 31 Boone Road. One large room, one large attic facing garden, also small room. Hot, cold water, bath attached. American proprietor. Tel. North 1102.
49678 J 27

TO LET, in small private family, three furnished rooms. Rent—$100 with full board each and $75 with breakfast. Modern conveniences. Telephone. Near French Park. 490, Rue Lafayette.
49674 J 27

TO LET, well furnished room with private bathroom and verandah. Apply 3, Young Allen Terrace, opposite Quinsan Garden.
49708

WELL-FURNISHED room, with excellent board, to let at No. 103 Bubbling Well road, Phone W. 805.
49643 J 25

TO LET. From 1st July, opposite Race Course, a flat of two well furnished rooms, large verandah, terms moderate. Apply 71, Bubbling Well Road.
49724 J 2

TWO double rooms with bath, running hot and cold water, full board. Apply St. George's Hotel, 217 Bubbling Well.
49599

SITUATIONS VACANT

WANTED compradore with a deposit of Tls. 20,000 to Tls. 50,000. Good salary and commission. Good prospect for the right man. For particulars, apply to Box 739, THE CHINA PRESS.
49814 J. 30.

WANTED by an import and export firm experienced stenographer who can write good english. In reply state age, education, experience and salary expected. Apply to Box 723, THE CHINA PRESS.
49790 J 24

AN American contracting firm requires the services of a compradore familiar with the building and electrical trade. Cash guarantee of Tls. 5,000 required. Apply to Box 716, THE CHINA PRESS.
D.

MARKET shroffs wanted. An import and export firm needs the service of several market shroffs. Previous experience with local firm and wide acquaintance with local dealers are necessary. In reply please state age, education, experience and give reference. Apply to Box 709, THE CHINA PRESS.
49761 J 25

WANTED. Lady office assistant. Knowledge of typing essential. Salary to begin $125.00. Apply in person to G. T. Fulford Co., Ltd. (of Canada). 96 Szechuen Road.
A

WANTED immediately. American experienced accounting, shipping, general office work. Give references, salary expected. Opportunity to join large reliable organization. Reply to Box 701, THE CHINA PRESS.
49738 J 25

CHINESE TRAVELLERS: Wanted by large British concern several competent travelling Salesmen to travel in North and Western China. Good salary and high commission paid to business producers. Also $3.00 per day expenses whilst travelling. Applicants must furnish first class shop security for Taels 3,000.00 and it is useless applying unless excellent references as to character and ability are produced. Reply to Box 705, THE CHINA PRESS.
49763

ROOMS TO LET

Connaught House
8 Quinsan Gardens.

Vacant, one large front room, facing South, with verandah and bathroom attached. Apply Mrs. G. Pollock.

TO LET

One front room with private bathroom and verandah, also one attic room with full board. Please ring up North 482.

TO LET with board, for immediate occupation, well furnished room with verandah and private bathroom, facing South. Tennis and garage. Western district. Telephone West 1548, or Apply to Box 656, THE CHINA PRESS.

BOSTONIA
61 Carter Road
BOARD-RESIDENCE
Phone West 883
45358

TWO large airy rooms, private bath, verandah. Hongkong-Shanghai Bank Chambers, near Astor. During business hours Call C. 1643.
49819 J 28

AVAILABLE July 1st large double room, all modern conveniences, house fully screened, select Western district, large garden, tennis. Suitable two bachelors or married couple who would appreciate home in American family. Apply to Box 732, THE CHINA PRESS.
49803 J. 29.

TO LET. Without board, nicely furnished rooms with verandahs and baths attached. 3 Astor Terrace.
49762.

IN private family, close to French Park, nicely furnished room facing South with verandah and modern bathroom, excellent board, telephone, garage. Phone W. 2684.
49801 J 28

CENTRAL DISTRICT. Large room, with alcove, private bath with geyser, for two bachelors. Apply 25, Whangpoo Road.
49808 J 25

TO LET, from 1st July, large room with board, Central, near the Bund, and Nanking Road. Suitable married couple. Apply to Box 736, THE CHINA PRESS.
49809 J 28

FURNISHED room with full board, suitable for couple or single. Ground floor, with private bath and separate entrance. Ring telephone No. 2072.
49810 J 28

TO LET, one single room furnished, also one unfurnished room. Without board Bachelors. Central. Address Box 738, THE CHINA PRESS.
49813 J 25

SMALL furnished rooms to let with board at 124A North Szechuen Road and 18 Range Road. Price $45 to 50. Immediate occupation. Apply to Mrs. Dontsoff, 18 Range Road.
49771 J 27

TO LET, well furnished single and double front rooms with private bath attached, clean, cool, prompt service, and home comforts. Rates from $90 to 190. Apply to Box 717, THE CHINA PRESS.
49780 J 28

TO LET, one well furnished bed sitting room with full board. British table and cooking under foreign supervision. From the first of July. Terms moderate. Suitable for married couple or one or two friends. Please to apply 12 Yangtzepoo Road.
49748 J 29

TO LET, nicely furnished small bedroom. With or without board. Apply 29, Baikal Road.
49736 J 29

WESTERN DISTRICT. Single, suites, and smaller rooms with modern conveniences. Food and service a specialty. Best location in town. One block from the Race Club and a few minutes walk to the French Club. Apply to Box 702, THE CHINA PRESS.
49746 J 29

ONE large and one small, well furnished rooms with board, bathrooms attached. Excellent cuisine. Use of telephone, tennis court and garage. Please apply to 98, Route des Soeurs.
49718 J 28

FOR RENT, One room in Strictly Private Family, 200 feet from Avenue Joffre car Line, Fare nine cents. Large Airy Room, Screened in, modern sanitation, No children, will serve breakfast if required. Vacant on the first. Apply to Box 695, THE CHINA PRESS.
49726 J 25

EXCHANGE AND MART

WRIGHT AND RELYEA for Houseboats, and all kinds of Motorboats. Woosung and 8 North Honan Road. Telephone N. 295.
49078

"UTOPIA" KNITTING WOOL Featherweight and Heavyweight. Don't forget your knitting when planning your holidays. Oriental Sales Co., 79 Range Road.
49538 C.

THE LOTUS FLOWER. The new foreign shop of moderate prices, will have a special sale for three days, from nine to five, commencing Monday, June 26. New designs in colored cross stitch, in tea, bridge and Luncheon sets, bib sets and runners, priced from two to nine dollars. Cobweb laces, house linen and grass cloth embroideries, Peking bags, kimonos with caps and slippers to match, and many other novelties. 25 Whangpoo Road, opposite American Consulate, one block from Astor Hotel. Shop open daily from 9 to 5.
49808 J. 25.

FOR SALE. Beautiful Pekinese pups, guaranteed thoroughbreds, three months old. Apply to Box 735, THE CHINA PRESS.
49807 J 28

FOR SALE a 20' teak-wood motor boat powered with 15-20 H. P. Scripps marine motor burning gasoline or kerosene. Electric starting and recharging system, auto top and steering wheel, tools. In use first season only. Speed 10-12 miles per hour. For inspection apply to Box 634, THE CHINA PRESS.
49598

SAFETY Razor Blades sharpened like new, three cents single, four cents double blades. Send your old blades to the Y. M. C. A. Barber Shop—"The Sanitary Shop", 120 Szechuen Road.
49075

MAH-JONGG RULES: Original Copyrighted Rules in English "Mah-Jongg" as popularly adopted and played by foreigners in China and foreign countries. Simplified score-card (easily memorized) included. Price $.50 per copy. TECHNICAL SUPPLY COMPANY, 83 Szechuen Road.
49077

FOR SALE, boy's bicycle. Owner outgrown same. In thorough repair. Can be seen by appointment. Price $35. Address Box 687, THE CHINA PRESS.
49707

FOR SALE, Remington typewriter No. 10 Russian type. Apply 16 Haining Road.
49733 J 25

WILL exchange electric fans 16", 14" (220 volts both) for two of 110 volts. Address Box No. 719, THE CHINA PRESS.
49785 J 27

WILL exchange electric fan (220 volts) practically new for one with 110 volts. Telephone 5 p.m. W. 3073.
49750 J 25

FOR SALE, 100 volts (D. C.) Fans, overhead and desk fans, second-hand, in good condition. Address Box No. 700, THE CHINA PRESS.
49735 J 28

FOR SALE a collection of a large variety of gold and platinum coins only, near to 500 pieces. Catalogued at over Taels 14,000. Will accept best offer. Apply 11 a.m.—Noon, and 3 to 5 p.m. to The Shanghai Estate Co., Incorporated, 41 Rue du Consulat.
49737 J. 30

GODOWNS, TO LET

FROM 2,000 to 10,000 square feet godown space on ground floor to let. Suitable for light manufacturing. Located within three blocks of S.N.R. Station. Long or short lease. For further particulars address Box No. 748, THE CHINA PRESS.
49820 J 28

TO LET, in Central district, near the Bund, about 1,800 square feet of godown space. Address Box No. 577, THE CHINA PRESS.
49470

SUMMER RESORTS

TSINGTAO. Well furnished rooms in private family, excellent table, close to the beach. Apply Takase Machi 2, opposite "Hollandia" store.
49774 J 28

KULING. Large modern bungalow for Summer season 1922. Located Central Valley near [illegible]. Living room, four bedrooms, three bathrooms, porch and servants quarters. Price Tls. 400. Reply to Box 632, THE CHINA PRESS.
49695 J 25

Dr. Wu's Last Close Call Described By Eye-Witness

(Continued from Page 1)

was forced to flee. She was unable to notify her friends of her whereabouts because she did not know where they were.

CLOSED TO FOREIGNERS

When Canton and Shameen Island awoke Friday morning they found Canton closed to all foreigners and Chen Chiung-ming's soldiers guarding every important street in Canton as well as the entire waterfront.

The mint, arsenal, government buildings including the mayor's office were looted and all documents carried away.

Proclamations posted throughout Canton and Shameen explained the purpose of the military coup. The proclamations, around which there was not even standing room, stated that Dr. Sun Yat-sen was a hindrance to the unification of China. They stated further that the Northern Expedition was launched primarily for the purpose of bringing about the reconvocation of the old parliament and the ratifying of the constitution.

Since these ends had been attained under the new Peking Government, it was unnecessary to continue the war against northern China. Therefore, according to the proclamations President Sun Yat-sen was respectfully requested to retire—following the example of former President Hsu Shih-chang of Peking. The proclamation was signed by sixty-six officers of the "Kwangtung Army."

Dr. Sun Yat-sen had no idea of retiring, however!

Through the kindness of Mr Eugene Chen, the following statement was secured from Dr. Sun Yat-sen who was on one of his cruisers.

"I am recalling part of my forces from Kiangsi—where they are meeting with every success—to deal with Chen Chiung-ming and his treacherous soldiery.

"The present coup d'etat has been carried out in circumstances of the grossest treachery."

Saturday noon Dr. Sun Yat-sen's navy began shelling Canton.

Steaming slowly around Shameen Island, so close to the bund that the crowds of foreign spectators on the shore and in the front row balcony seats of the foreign residences could see the movements of the men, a grey cruiser opened fire.

The cruiser was not more than one hundred yards from Shameen Island and very near the Canton water-front when she began shelling the city.

The noise, like peal after peal of heavy thunder, was terrific. The soldiers on shore opened a return fire. A few men on the bridge of the cruiser and on the shore were seen to fall but the casualty list was small.

PEOPLE SCARED

The Chinese soldiers were not the only ones who turned pale at the first deafening volley from the cruiser and the U.S.S. Tracy and the British gunboats out in the river looked mighty good.

It is remarkable—by the way—how very patriotic every foreigner becomes as soon as there is trouble and flags that haven't seen the top of a flag pole since the last disturbance take to flying in the breeze. And every Chinese firm or shop or residence that can work up any possible excuse—from having a clerk who speaks "pigeon" English to being rightly privileged to the protection of America, England or France—flies a foreign flag, or three or four if possible. This is during time of trouble.

The cruiser soon steamed down the Canton waterfront firing as she went and many of the buildings which line the bund suffered while a few soldiers and civilians were killed. The Mission Book Store and Andersen Meyer Company buildings were shelled accidently while none of the foreigners were worried over the firing—I should say not—still there was a sigh of relief when the cruiser was out of sight.

The thousands of sampans, flower boats and junks in the river and canal were having a hard time of it. The boatmen were panic stricken—some of their boats had been hit by stray shells. The men were rowing frantically seeking for shelter.

The boats in the center couldn't any more move until the several hundred on the sides and front had moved than a darkey could get into the heart of a watermelon without cutting' the rind.

For the waterways of Canton are packed with houseboats, as sardines in a can, and there is about as much chance for these boats to move suddenly as there could be for a section of New York tenement houses.

Standing on a bridge watching the panic in boatville, some of us front row spectators witnessed a husky young boatwoman and a group of soldiers flying without firing a shot.

SAMPANS ROUTED

The rather attractive young woman in her blue coolie cloth jacket and trousers and a spray of flowers caught in her shining neatly combed hair was rowing excitedly trying to find a resting place for her sampan. Two youngsters were playing at her feet.

It seems she was nearing forbidden territory so one of the angry soldiers fired at the end of her boat.

She looked the soldiers and the situation over, then launched forth in the best band of Canton use. A circus calliope had nothing on her.

It didn't take a sinologue to understand her meaning. She soon drowned out the protesting soldiers and was going strong long after they had "folded their tents like the Arabs and silently stolen away." She continued on her way, parked in a spot that appealed to her, then nonchalantly began dishing up bowls of rice for the kiddies.

Every one in Canton and Shameen was in a state of excitement and expectation all afternoon. Rumors came in of fighting around the Flowery Pagoda on White Cloud Mountain and at one of the forts. Every door slam sounded like a machine gun.

About five o'clock in the afternoon a second grey cruiser stripped and ready for action slowly steamed past Shameen and opened fire on Canton. Every tea party was finished.

The curtain had risen on the second scene of this military-political drama laid in old Canton.

The action was the same as at noon. But suddenly flashes of lightening were seen and great claps of thunder—like the explosion of many shells—heard. This was no time for the weather man to play a joke—every one was too excited and it was difficult to determine which was thunder and which was machine gun.

SPECTATORS SOAKED

Then the heavens opened—literally—and the rain fell. Before the front row spectators could reach shelter opera glasses, lorgnettes and audience were soaked.

And the battle was called off for the day.

Old timers have been expecting trouble between President Sun and General Chen for many days. They hold that there is not room for both men in Canton, and believed that they have drifted so far apart that there is no hope of their coming together again.

The climax of the feeling between the two men which has been growing for a number of years and which culminated in the coup d'etat was brought about indirectly by Dr. Sun Yat-sen.

A few days ago in an interview given to a group of Canton journalists Dr. Sun stated that there were too many Chen Chiung-ming soldiers in town and that they must leave within ten days.

DEMANDED SHOWDOWN

Chen Chiung-ming's officers, already bitter against President Sun, rather forced Chen's hand—it is believed—and demanded that he call President Sun's bluff. With his armies miles and miles away and treachery in the ranks here (it is reported) this was a poor time for the President to stage a bluff. Chen called his hand and the result is that Canton is under military law and Dr. Sun is "on the outside looking in."

Feeling seems to be divided.

Just what the outcome of the trouble eventually will be is hard to say. Many believe that the death knell of the South-West Government has been sounded and that President Sun's day is over. They feel that the first hope of re-unification of north and south for many years is born.

Chen's officers have come out openly for the north and are opposed to the Northern Expedition and General Chen is in communication with General Wu Pei-fu.

On the other hand, since Dr. Sun has been driven out of Canton, there is said to be a rush of Chinese public opinion in his favor. The great masses seem for him—the laboring people claim that he gives them a square deal. Others hold that he is patriotic, that he has worked for many years for the advancement of China and the recalling of the old parliament.

Today, Sunday, there has been little fighting—except attacks on the brigades of overgrown dipterous mosquitoes who make the famous Jersey variety look like playful pets.

At Woman's Window

BY W. L. GEORGE

Be Interesting Though Married

THERE exists a horrid tendency in women, when they marry, to look upon themselves as settled for life. Now they have a husband, a house, a child or two; they have plenty to do, a sufficiency of troubles and a modicum of joys. They are fairly contented and they see themselves for life conducting life just like that. A few years later they find that their husband is not so interested in them as he was; a little later they see themselves less popular at parties; still later they see that their children find no interest in their conversation.

What has happened to that sort of woman is that she has let herself go. Swallowed up in domesticity, she has abandoned her early interests; she mixes not enough with people who can stimulate her; she has, as she puts it, no time to go to a club; often she gives up reading, and sometimes does not even glance at a newspaper. And she wonders why people think her dull. Now, in these days when help is scarce, a wife and mother has much to do; but if she is wise she must understand that to be a wife and mother is not enough. She may be tied to her house, but if she organises her day she can find time to read. Reading is a habit; I have it myself so violently that I read while I lather my face for shaving. Think of it; three books a year while shaving! Which shows that even a housewife can somewhere find time to read. Thus she will stimulate her ideas, acquire knowledge, be somebody with interests, points of view, and fit to talk of things in general. She will stay as much of a human being as ever she was and at the same time can develop a respectable intellect.

"At Woman's Window" by W. L. George, appears on the Woman's page of THE EVENING STAR every day.

Making Sure of Baby's Health

IT is widely known that dairy milk carries germs of diseases, and so serious is the danger of infection that medical specialists repeatedly utter strong warnings. How readily young babies fall victims can well be understood.

The 'Allenburys' Foods provide the requisite nourishment in a pure and portable form free from germs.

A PURE & COMPLETE DIETARY

The Allenburys Foods

MILK FOOD No. 1 From birth to 3 months

MILK FOOD No. 2 From 3 to 6 months

MALTED FOOD No. 3 From 6 months upwards

Allen & Hanburys Ltd. London.

ICE CREAM SODAS

In any flavor desired

The Avenue Joffre Soda Fountain

The California Pharmacy

155 Avenue Joffre. Tel C. 1805.

There's *something* about them youll like-

A full page ad could promise no more

Trade Mark

Twenty to the package

Herbert Tareyton

London Cigarettes

WESTERN COOPERAGE CO'S

HARD FIR AND WHITE OAK BARREL SHOOKS

HAVE LONG BEEN CONSIDERED THE STANDARD OF QUALITY

WESTERN COOPERAGE CO HARD FIR USA

TRADE MARK

LARGEST MANUFACTURERS OF TIGHT BARREL COOPERAGE IN THE WORLD.

Cable Address: "Hardfir"

Codes: Bentley's and A.B.C. 5th Add.

515 Glen Line Building SHANGHAI

Sale

STILL PROCEEDING AT WEEKS & Co., Ltd. FURTHER REDUCTIONS THIS WEEK

Ladies Silk Hose

In Grey and Tan only

A splendid quality

This Week $1.00 per pair

Tropical Suiting

Ideal for Children's Suits and Dresses.

38" wide

This Week $1.00 per yard

Ladies' Goloshes

An offer that cannot be repeated.

This Week $1.00 pair

Millinery Department

Several Pairs of Sample Corsets

Reduced to $3.00 pair

Mercerised Cotton Jersey Cloth

In Pale Blue, Pink, Mauve, Lemon, Grey, Beige and Resada

This Week $1.00 yard

TENNIS POSTS, TENNIS COURT TAPE LINES, TENNIS NETS, ETC., ETC. ALL LESS 20% DISCOUNT.

SPALDING'S TENNIS RACKETS. ALL AT SPECIAL SALE PRICES.

50 INCH ART SERGE

Sale Price $1.75 Per yard

Blue, Green, Red and Brown.

50 inch Bordered Casement Cloth

Sale Price $1.75 Per yard

THE "ALPHA"

Portable Trouser Press and suit Hanger combined.

Usual price.....$5.50 each

SALE PRICE .....$3.75 each

SWEDE BELTS

Grey and Brown

Usual price.....$2.50 each

SALE PRICE .....$1.50 each

COTELLA & CELLULAR

Tennis Shirts

SALE PRICE .....$4.50 each

All Sizes

WHITE FELT TENNIS HATS

Usual price.....$6.50 each

SALE PRICE .....$4.00 each

"Gold Medal" Camp Furniture

Camp Beds	$ 9.50
Desk Chairs	7.00
Porch Chairs	10.50
Rubber Washstands	4.00
Portable Wooden Tables	8.00

WEEKS & CO., LTD.

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International General Electric Co., U. S. A., providing electrical equipment of recognized excellence.

Andersen, Meyer & Co., Ltd., with a knowledge of China's needs in electrical development.

AMCO

WHITEAWAY, LAIDLAW & CO., LTD., SHANGHAI

1 ST Floor Up

GET THE WHITEAWAY HABIT OF SHOPPING.

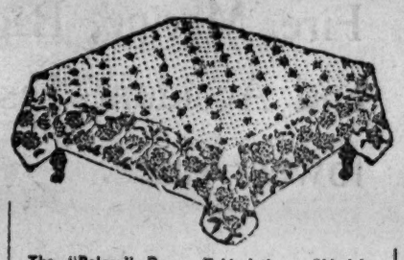
This week we are making a special show in our **Linen Department** on the first floor up. Now is the time to replenish your linen store with our standard goods at prices which spell economy. Goods may be had on approval Write, call or phone us, every order has our prompt attention. Phone C. 1484.

1 ST Floor Up

GREAT disposal of SHEETS & BLANKETS

Pure Bleached Wigan Sheets special lightweight for the tropics Sizes abt 70 x 90 inch *$8.75* pair
,, ,, 80 x 105 ,, *$13.50* ,,

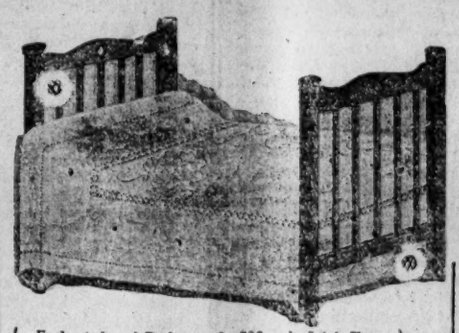
Plain Hemmed Pillow Case to match Tropical sheets. Size *20 x 30* inch. Price *$1.00* each



The "Palace" Range Tablecloths. Highly mercerised damasks, all cloths hemmed ready, assorted designs.

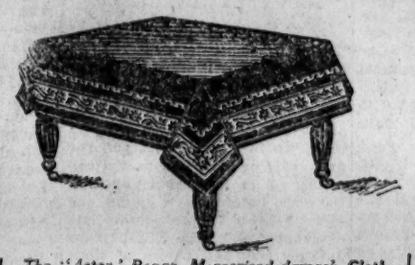
Sizes 45 x 55 inch.	Prices	$3.25 each
,, 56 x 64 ,,	,,	4.25 ,,
,, 58 x 58 ,,	,,	5.25 ,,

200 dozen napkins to match "Palace" Range 18½ x 18½ inch. $5.50 per doz.



Embroidered Bedspread. 960 only Irish Embroidered Reds reads, on strong linene sheeting Hemstitched assorted designs for Single bed abt 70 x 90 inch *$11.50* each
86 x 08 ,, *$14.50* ,,

Hand Drawn and Embroidered Bedspreads. Most effective when used with coloured undersilp some aut 70 x 90 inch *$19.75* each
85 x 100 ,, *$27.50* ,,



The "Astor" Range Mercerised damask Cloth Heavy make, assorted conventional designs.

Size abt. 66 x 66	inch	Price	$ 5.95 each
,, 63 x 80	,,	,,	8.75 ,,
,, 63 x 90	,,	,,	11.50 ,,
,, 70 x 80	,,	,,	12.50 ,,

All cloths hemmed ready for use Napkins to match "Astor" range size abt. 23 x 23 inch. Price *$11.50* doz. All hemmed ready pure Irish weave.

GREAT disposal of SHEETS & BLANKETS

The "Peerless" Range Sheets. Made up from best double wrap sheeting pave bleached and linen finished as supplied to all the leading hospitals and hotels.

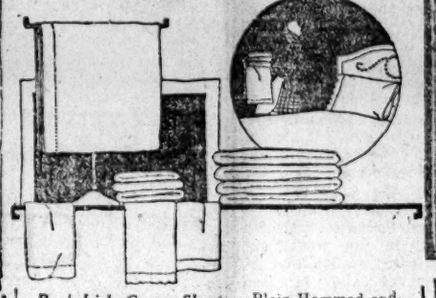
Size	64 x 90	inch	Price	$ 9.50 pair
,,	68 x 69	,,	,,	10.15 ,,
,,	70 x 95	,,	,,	12.75 ,,
,,	70 x 108	,,	,,	14.50 ,,
,,	90 x 103	,,	,,	17 50 ,,
,,	100 x 103	,,	,,	21 50 ,,

Printed Bedspread. All best English Printed.
for single Beds size abt. 68 x 86 ins. $5.75
,, ,, ,, 86 x 100 ,, 12.75
Warranted Fast colours.

Hemstitched Cotton Sheets. The "Peerless" quality.

Size 70x108 inch	Price	$15.50 pair
,, 90x108 ,,	,,	$18.50 ,,

Hemstitched Pillow Cases to match 20x30 inch Price $2.25 each

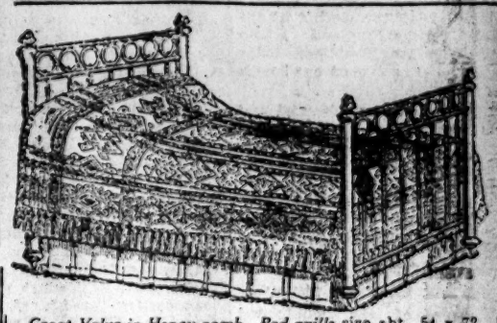


Real Irish Cream Sheets. Plain Hemmed end.
Size abt. 2 x 3 yds. *$49 50* pair
2½ x 3 ,, *$69.50* ,,

Hemstitched sheets to match about $8.00 per pair extra.

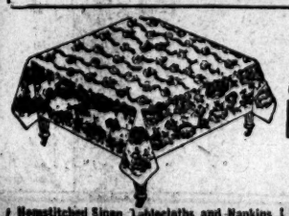
The "Luxo" Bath Mat. All white as illustration made up specially to resist wear no colours to fade Price *$3.95* each.

The "Luxo" Towel Price *$30.00* doz. Size abt. 25 x 45 inch. All English manufacture



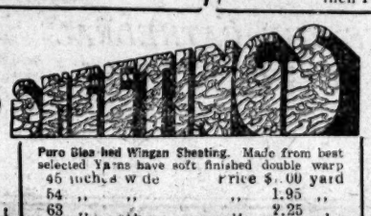
Great Value in Honey comb. Bed quilts size abt. 54 x 72 inch Price *$2.95* to clear. (All white). Grecian Bed quilt all white plain hemmed ends size abt. 64 x 78 inch. Price *$3.25* each

All English Manufacture. 100 only Satinfinished Bed quilts size abt. 68 x 86 inch. Price *$11.50* each



Hemstitched Linen Tablecloths and Napkins to match. Assorted designs.

Size 70 x 70 inch.	Price	$ 9.50 each
Size 70 x 90 inch.	Price	25.50 each
Napkins to match		
Size about 23 x 23 inch.	Price	$35.50 doz.



Puro Bleached Wigan Sheeting. Made from best selected Yarns have soft finished double warp

45 inches wide	Price	$ .00	yard
54 ,, ,,	,,	1.95	,,
63 ,, ,,	,,	2.25	,,
70 ,, ,,	,,	2 50	,,
90 ,, ,,	,,	2.95	,,
100 ,, ,,	,,	3.25	,,

Printed Tablecloths. Best English printed tablecloths on 'jaspe' ground neat oriental design. Size about 50 x 50 inch.
Price *$6 50* each

Mosquito Nets

All made up from best English netting of an strong close mesh made on the Premises under British supervision

Mosquito Nets (Square top)

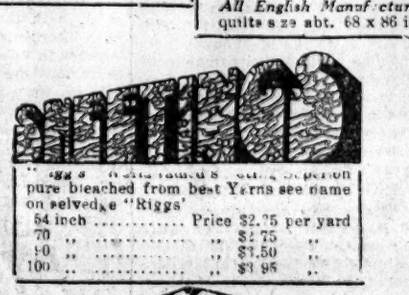
Size 4 x 2	feet	Price	$ 9 50 Each
,, 4½ x 2½	,,	,,	$11 50 ,,
,, 6½ x 2½	,,	,,	$11 50 ,,
,, 6½ x 3	,,	,,	$13 50 ,,
,, 6½ x 3½	,,	,,	$16 50 ,,
,, 6½ x 4	,,	,,	$17. 0 ,,
,, 6½ x 4½	,,	,,	$ 8 50 ,,
,, 6½ x 5	,,	,,	$19.50 ,,
,, 6½ x 5½	,,	,,	$21. 0 ,,

Round Top (including frame)

Szie 6½ x 3½	feet	Price	$ 9.50 Each
,, 6½ x 4½	,,	,,	$22 50 ,,
,, 6½ x 5	,,	,,	$22 50 ,,
,, 6½ x 5½	,,	,,	$23.50 ,,

Lace Trimmed Tea Cloth imitation Cluny lace

30 x 30 inch	Price	$1.95
32 x 32 ,,	,,	$2.95
36 x 36 ,,	,,	$2 75
40 x 40 ,,	,,	$3. 5



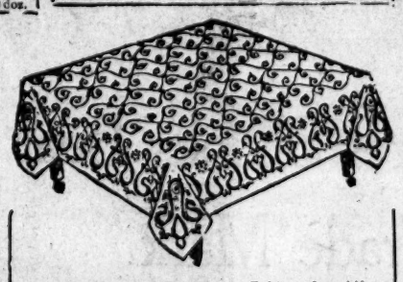
pure bleached from best Yarns see name on selvedge "Riggs'

54 inch	Price	$2.75 per yard
70 ,,	,,	$2 75 ,,
90 ,,	,,	$3.50 ,,
100 ,,	,,	$3 95 ,,

The "Carlton" Range. All pure linen Real Irish damasks from the finest manufacturer in the would. The "Silver Shamrock" Mark.

	Inch	Price
Size	90 x 108	*$45 50* each
,,	90 x 126	*49.50* ,,
,,	90 x 144	*57 50* ,,
,,	90 x 170	*65.00* ,,

FURNISH BATH SHEETS with coloured border (in holes). Blue a pank, Size about 4 68 each
Price **$8.75** each



Pure Bleached Damaske Tablecloth. All pure linen for Square or Round tables Size about 86x83 inch.
Price *$22.50* and *$29.50* each

Bleached Surkish Bath sheets The "L" Range.

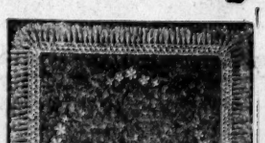
Size	Price
36x60 inch	$3.90 each
45x66 ,,	$5 75 ,,
45x70 ,,	$6.75 ,,

The Suxo Bath sheet Some about 45x60 price **$8.50** each with fringed ends all pure white name woven in ends

White Muslin Cushion Covers Frilled and embroidered all white Some about 20 x 20 inch Price *$1.75* and *2.50* each
Cream muslin cushion covers with frill and coloured embroidery size abt. 20 x 20 inch Price *$1.95* and *2 50* each

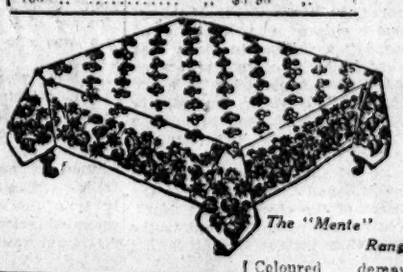
The "Quixie" Dustes. No paste, no waste, just a rub, and the job is done. A new chemically prepared cloth which ensures cleaning and polishing in operation a clothfor every purpose.

Huckaback Bedroom Towels all pure linen with hemstitched and damask ends size about 22 x 42 inch.
Price *$42 50* dozen



Crash Cushion Cover all linen with neat design of horses appliqued one size.
20 x 20 inch $3.75 each

Match above from $6.50 each Chair Sofa Back to match Tea Cloth toe hosey Covers. All to Math English manufacture



The "Mente" Range

Coloured damask tablecloths highly mercerised

70 x 86 in		$15 50 each
70 x 90 ,,		$21.50 ,,
70x 96 ,,		$27.50 ,,

Napkins to Match Price $17.50 Doz.

Hemstitched Huck towels size abt. 14 x 42 inch *$16 50* doz.

Honey Comb Towels plain hemmed ends size 14 x 42 inch. Price *$16.50* doz.

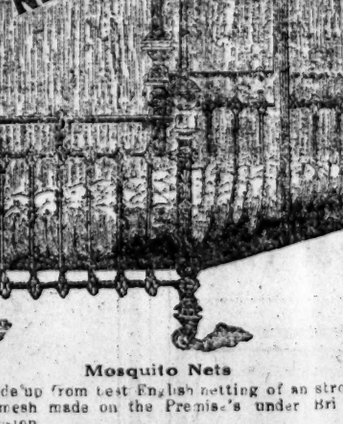
Honey Comb Towels fringed end size abt. 23 x 44 in. Price *$15.00* doz.

Draper Towels with damask order size abt. 20 x 38 Price *$22.50* doz.

Lace Trimmed Sraycloths

Size	12x16 inch	125	Each
,,	14x 6 ,,	150	,,
,,	16x24 ,,	250	,,
,,	18x27 ,,	295	,,

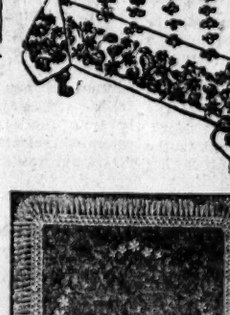
Hemstitched Cotton Pillow Cases Size about 20x30 with Price *$2.45* each
Size 22x32 inch Price $2.25 each
Plain hemmed Pillow Case 20-20 Price $1.00 each



Fringed Honey Comb Towels with red headings size abt. 8 x 35 inch. Price $10.50 doz.
Fringed Buck Towels size abt. 18 x 35 inch. Price $9.75 doz.
Plain Hemmed Huck Towels. All wove size 17 x 38 inch $9.15 doz.
Coloured bordered Huck Towels plain hemmed ends size abt. 19 x 40 Price $13.50 doz.

The "Turknit" face towels. C. C. face cloths, these towels are knitted not woven like the ordinary towel and are therefore much more readily absorbent than the ordinary towel

Size	*12 x 16 act*	*Price*	*20 each*
,,	*12 x 1* ,,	,,	*30* ,,
,,	*16 x 24* ,,	,,	*50* ,,
,,	*16 x 35* ,,	,,	*60* ,,



Brown Striped Turk Towels with fringed end some Alet 22 x 42 inch $42.50 per dozen

WHITEAWAY, LAIDLAW & COMPANY, LIMITED, SHANGHAI

TERMS CASH — "WAYLOO CORNER" — NO CREDIT

NANKING ROAD —— SZECHUEN ROAD

Drama And Censorship In Shakespeare's Day

Criticisms Made Of The Modern Stage Are The Same As Those Of Olden Times

In his "Shakespeare to Sheridan," Alwyn Thaler, assistant professor of English at the University of California, has managed to find, to hold and to hand on to his readers all the fascination of the theater of today and yesterday.

"If it is true that the mdoern theater is naught but a commercial enterprise we find a cure for our pessimism in the theater of old. A study of players, playwrights, managers and playgoers of old shows the web of theatrical life to be woven today of the same mingled yarn that gave it color and variety in Shakespeare's time.

SPICY PLAYS IN DEMAND

"In olden days, as today, existed great producing managers, theatrical capitalists, trusts, actors' unions, actors' strikes. There were marriages between players and nobility, furnishing gossip then, as now. There was the demand for highly spiced plays—"a heetic craving for high passion torn to tatters" ("sex stuff" we'd call it today in our vulgar but graphic terseness o fexpression), "a licentiousness of tone and viciousness of outlook," and a catering to the "jaded palate of the groundlings," which brought about in 1642 the closing of the theater by the Puritans, whose decendants are, doubtless, today those who are active on our boards of censorship.

"Such was the demand and such the supply shortly after Shakespeare's death, when Beaumont and Fletcher and Marston and Webster and their group held the stage," the author says. "Meanwhile a growing splendor and lavish extravagance distinguished the productions at court."

ENTER VARIETY SHOW

"We read of the gaudy and splendid costumes which the Elizabethans delighted in (anything like our follies?) then masques and disguisings, shows and spectacles, the Restoration which came as a reaction against this sombre Puritanism. And so we come to what Professor Thaler calls "that new monstrosity—the heroic drama."

"Here we find the troubles of the manager, for "neither the heroic plays, with all their fine show and splendid rant, nor yet the cleverest and merriest innuendos of the brilliant new Restoration comedy of manner, were able to hold their own against the competition of entertainments even less akin to the old drama." The managers must provide novelties with which to woo their fickle public.

"Then, working in the usual round, public indignation arose because "the Stage that had kept its purity a hundred years (at least from this Debauchery) should now be prostituted to Vagabonds, to Caperers, to Eunuchs, Fidlers (Tumblers and Gods) . . . and yet these rascals brought the greatest houses that ever were known. . . . I am ashamed to own myself of a Country where the Spirit of Poetry is dwindled into vile Farce and Foppery."

CRITICISM SAME THEN

There were movies in those days—"motions" they were called—and Milton, we are told, saw "Adam as he is in the motions" before he put him into "Paradise Lost." Actors of the legitimate stage patronised these Italian puppet shows, though scorning to be graded with those who managed them.

Pope laughed effectively at prizefighters and rope-dancers in the theater; Steele lamented the hard case of poets who had been supplanted by the wardrobe master and the scene painter, as the higher critic of today laments the desecration of the legitimate drama.

"It is interesting to observe how consistently dance, song and spectacle appeared with renewed emphasis from time to time in the course of the century and a half that followed the Restoration, and how enthusiastically the self-appointed guardians of the stage condemned them or made use of them when it seemed good business to do so."

TRIALS OF PLAYWRIGHTS

Then, as now, the work went on, although in his chapter on "Playwrights" the author mentions sums that are not quite the equivalent of those paid today. "Hamlet" brought its author £5 but the Elizabethan dramatist could add to his income by putting old plays into new livery How changes came about between playwright and producer is interestingly told by Professor Thaler, but they had their troubles then as now, as did the players.

After his first chapter, "Old Lamps and New," which gives in clear outline the history of the stage, Mr. Thaler takes up in detail all that goes to make that history in comprehensive chapters on "The Playwright," "The Players," "The Managers," "The Theaters" and "The Court." This brings us to the playhouses.

Being Elizabethans, managers playwrights and actors went promptly and frequently to law and in these court records much of history has been preserved, and knowledge of the prices paid in those days.

PRICES AND COMPLAINTS

"More than one commentator of Restoration times protested against the high cost of theater going." The Earl of Clarendor scored the improvidence of the ordinary citizen who would often spend " a shilling to see a Play when he hath not gotten so much that Day to support his Wife and Children." However, the ordinary citizen did not go often at a shilling and thus the manager learned his lesson. "Later, when some of them were tempted to forget, and tried to raise the prices of the cheaper admissions, costly riots reenforced old truths by modern instances. So it is that the shilling gallery is still the shilling gallery, while half a crown still buys admission to the pit, as it did when Pepys went to the theater."

By this time the pits were being made more comfortable, but the cheap places became more expensive as the whole scale of prices had risen, and in those days the theaters raised their prices on special occasions, particularly at a first performance. "Here, then, is another practice of our own day and moment, rooted in the dark backward and abysm of time." Double prices were sometimes charged at new plays as easly as 1585.

HOW THEY ADVERTISED

"Theatrical advertising is as old as the theater itself," Mr. Thaler says. "Earlier times had simpler ways, to be sure, but it is surprising to see how closely they approximated some of the most effective advertising devices of today. To look at the old and the new, side by side, is to become confirmed in the conviction that there is nothing new under the footlights—or in their immediate neighborhood." The Elizabethans did not post the names of their stars in great electric letters over the playhouse doors, nor in great black letters in the daily news sheets. But that is because they had neither stars, nor electric lights nor daily press. And yet, they managed to keep their public well informed. There were silk flags and players' processions, and handbills were delivered through the countryside by the actor himself preceded by a drummer

Thaler's descriptions of the playbills of the time, and of the actor's desire, then as now, to see his name in great letters, would seem the most delightful in the book, had we not then turned to the page on eighteenth century programs and tickets, metal checks, and personal letters of the players soliciting patronage, and the troubles that arose from lack of reserved seats in the houses, to say nothing of the picturesque description of costumes and properties of the theaters of Shakespeare's times.

Among the photographs is one of a playbill, Drury Lane, May 24, 1770, which reads: "By Particular Desire. Towards raising a Fund, for the Relief of all those who from their Infirmities shall be obliged to retire from the Stage." Carrick acted Kitely in "Every Man in his Humour" at this performance.

In the appendices are given extracts from Lord Chamberlain's "Books, Rates of Admission in the Elizabethan Theaters," a lament by one who bemoans the fact that "a gentleman cannot sit peaceably in a theater with his Squirell by his side cracking nuttes."

Upheavals On Sun Puzzle Astronomers

Sudden upheavals of vast quantities of incandescent gases of many elements from the surface of the sun are a regular feature of the solar activity. Though the height attained by these eruptions usually ranges between 20,000 and 200,000 miles, there are exceptional prominences that occasionally reach an elevation of half-million miles or more.

A record-breaking prominence that appeared October 8, 1920, attained a height of 516,000 miles, which is considerably more than half of the diameter of the sun. This prominence rose slowly at first from the surface until the connection with the base war partly severed. Its velocity then changed suddenly to a much higher value and this velocity was maintained until a complete break with the base took place, when there was a second sudden increase in velocity. The motions of various portions of the prominence were extremely complex. Part of the material returned to the sun and part became attracted, apparently, to points beyond.

Though eruptive prominences are frequently associated with sun spots they are not essentially so, and this prominence was apparently an isolated phenomenon. In this prominence, as in many others that attain exceptionally high altitudes, calcium gas was one of the chief elements.

A solar prominence observed at the Kodaikanal observatory in India, May 26, 1916, also attained an altitude of more than ½ million miles. In this case a high column of gas, accompanied by falling streamers shot up suddenly from the surface with an accelerated velocity that attained a maximum value of 283 miles per second. A velocity of one hundred miles more per second would free it entirely from the control of the sun. Within an hour the upper part of this prominence had become separated from the base and faded rapidly away.

The cause of these solar eruptions is not clearly understood, but it is possible that they are produced by a sudden release of subatomic energy beneath the surface of the sun. It is a peculior fact, however, that these eruptions never occur near the extremities of the sun's axis of rotation, that is, near its poles.

Electrostatic forces may act in some manner in the production of the accelerated motion that is always observed and in the separation of the column from the sun's surface, but in exactly what way is not evident.

There may also be some connection between prominences and the solar corona, but a solution of the problem is complicated by the fact that the solar corona can only be observed during the few fleeting moments of a total solar eclipse. Solar prominences, however, can be observed in broad daylight in all their details by means of the spectroscope, which serves to reduce the brightness of the background due to the scattering of sunlight by the earth's atmosphere, by spreading out and weakening it while leaving undiminished in intensity the light of the prominences which is composed of single colors.

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Finders Not Keepers In Diamond Fields

South African Mines Closely Guarded By Constabulary

Suppose you were taking a walk over the Kimberley diamond fields, in South Africa. And suppose you came across a big, fine, blue-water diamond, lying somewhere on the surface. Wouldn't it be your natural inclination to pick up the gem, hold it to the sunlight and give a wild whoop of delight? And wouldn't you, furthermore, tell all your friends of your good luck, and then hop aboard a train to Capetown, and sell the gem, say, for $50,000 or more?

You would not!

If you did, this is what would happen to you: You would be arrested by the South African constabulary as soon as they got wind of the fact that you possessed an uncut diamond. Then a special law, known as the "I. D. B." act, would be invoked, and you would spend the next few years in jail—a nice hot jail, with a torrid sun beating down on the sheets of corrugated iron which form the roofs of these places of involuntary retirement. And your valuable diamond would be confiscated by the state and turned over to the two great diamond syndicates that control all South African diamond deposits.

The letters "I. D. B." abbreviate the "fields" that the present value rating (I)llicit (D)iamond (B)uying" which is enforced throughout South Africa, and for the violation of which many "gentlemen of fortune" are now languishing in the Victoria state prison, in the famous old Johannesburg "Fort," and in the Kimberley jail.

On the face of it, the I. D. B. law seems unjust, since it creates a monopoly of the glittering gems with which nature seems to have endowed South Africa to the exclusion of the rest of the world. But like many things that seem unfair, there is yet a good deal to be said for the law as it stands.

Were it not for this law, the natives employed in the diamond fields, and who have become extremely adept at stealing diamonds, would smuggle the precious stones out of the mines and sell them in such quantities to "diamond bootleggers" on the outside, that all diamonds would soon lose their value.

"CORNER" KEEPS UP PRICES

It is an open secret throughout the "field" that the present value of diamonds is maintained artificially and that, if the enormous quantity of fine diamonds stored away in the vaults of Kimberley and Premier mines should suddenly be thrown on the world's market, diamonds would drop in value and would not be worth more than semi-precious stones, such as aquamarines, opals and sapphires. It is to prevent thefts from the mines that the sweeping I. D. B. law presupposes that any man found in the possession of a rough, uncut stone is a criminal.

The law ordains that any man finding such a stone shall turn it in to the nearest police station or magistrate, with an explicit statement as to just where he found it. And if in finding it he has located an entirely new field, the diamond belongs to the owner of the land on which it was picked up. Such an eventuality is, however, unlikely, for diamonds are found on the properties controlled by the "de Beers" syndicate only, and whenever new diamond "pipes" have been discovered this syndicate has been able to buy out the owners of the land.

Yet diamonds are stolen in great quantities from the "fields" and a lively traffic in the uncut gems is carried on by adventurous spirits who seek to become rich quickly. The "peddlers" try to get into touch with the natives working in the diamond mines, and desperate chances often are taken by both buyers and sellers.

The native workers in the mines belong to various South African tribes, such as Zulus, Shangaans, Fingoes, Basutos and other Bantus. When these "boys" sign up for the diamond mines, they say good-by to the outside world for six months at a stretch, and are not allowed to live outside the mine "compound" for the entire length of their contract period. And when they do leave to return to their "kraals" they are subjected to a rigorous search of their persons and their belongings before they are suffered to depart.

HOW THEY CONCEAL

But the wily native knows how to smuggle valuable diamonds out of the compounds by ways fearful and wonderful. There are cases on record where natives opened the skin under their armpits and secreted diamonds in the painful incisions. Another was noticed to limp badly as he left the compound. A good-natured white doctor decided to help the "boy" and ordered him to show his foot. Sure enough, under the native's instep the doctor noticed a festering wound.

The native said it was "nothing," but the doctor insisted on lancing the would and treating it with disinfectants before the black man returned to Zululand. And as the doctor inserted his sharp knife in the wound it encountered a hard substance, which broke the instrument and turned out to be a very fine diamond of considerable size, valued at $50,000. Needless to say, this Zulu went back to Zululand without his diamond, nor was he able to keep his tryst with the white peddlers who were to meet him outside the mining compound.

Another native worker, an intelligent looking Basuto, who had attended a mission school, used to sign up frequently for work in the diamond mines. At last suspicion was directed to him on account of the fact that he seemed to be extremely wealthy for a native. Again and again he was searched, but no diamond was found. Then one police officer, more diligent than his colleagues, shadowed the man for several days after he left the fields. He followed him into a bar and there saw him take an artificial eye from his head and extract from it a fine diamond, which he handed over to a well known smuggler, who paid him on the spot.

The officer arrested both the native and the white trafficker, but was nearly murdered before he got out of the place. Though the native had been examined time and again, no one had ever noticed that he wore a glass eye, which had been given him by the kindly missionaries.

SMUGGLED BY AIR ROUTE

There was also the case of an East Coast native who kept a fine pigeon. One day he was observed, as he took the pigeon out in the compound yard, and got ready to give the bird its freedom. But somehow things went wrong: the pigeon circled repeatedly over the compound and one of the white guards who had read of carrier pigeons, let fly at it and brought it down. A fine pure water diamond was found attached to its leg, and though the white smugglers outside the compound kept watch over the heavens for several days, the diamond loaded pigeon did not put in an appearance.

It will, therefore, be seen that the authorities have no easy task in coping with thefts from the diamond mines. The I. D. B. law offers the best and only chance of suppressing the traffic, since it allows no private individual to handle uncut stones, and also requires the registration of every diamond found in South Africa.

Still more elaborate precautions against theft are taken whenever a particularly valuable diamond is discovered in South Africa. When the Cullinan diamond, as big as a man's fist, was found in the Premier mine, it was exhibited in Pretoria under heavy guard. And when the gem was sent to Amsterdam, Holland, to be cut by the firm of Asscher & Sons, the world's most famous diamond cutters, an inspired story was printed in the South African and European newspapers, telling how the diamond had been placed aboard a certain mail steamer, in the captain's cabin, where it was guarded day and night by armed men. What really happened was that the gem was packed securely in an ordinary wooden box for mailing, that it was registered, and sent through the regular South African mails.

SPLIT THE BIG STONE

On arrival in Amsterdam the great diamond was given into care of the most famous cutter in Asscher's factory. This man was isolated for an entire week in a windowless room in order that he might safely make a study of the stone without interruption. He employed this time to good advantage and in the presence of the head of the firm he separated the great gem into three parts with two sudden blows. This immense stone was bought by the South African government from the Premier mine for about 2 million dollars and was presented, in three parts to King George V on the occasion of his coronation.

One part is pear shaped, and the two others are brilliants. They are set in the royal crown of England, but can be removed. The pear shaped stone is worn as a pendant by the queen on occasions of state.

This is the greatest diamond ever found. It was named after Thomas Cullinan, manager of the Premier mine, but was found by a native workman only six feet under ground. When discovered it was thought to be a lump of rock salt or crystal. The native who found it was rewarded with a present of sixteen oxen, eight of which he immediately disposed of in buying himself a wife, according to Kaffir custom. Of course this native never had a chance at I. D. B. with such a huge diamond, for its size alone would have prevented it being hid on his person!

FORTUNES THROUGH I. D. B.

But in the old days, before the I. D. B. law was promulgated, many a fortune was made through the buying of smuggled diamonds. In most cases the ignorant natives who stole the diamonds received but a fraction of their value, and diamonds were often bought for the price of a drink or for a pound of extra strong, black Boer tobacco, such as the Kaffir likes to smoke all day from ill-smelling native pipes, manufactured out of Karroo Desert roots.

Some of the greatest South African fortunes of today are known to have been founded originally through I. D. B. The fortune of one South African senator and multi-millionaire is always referred to as the "I D. B. millions." Several of these millionaries began their careers as peddlers of shoestrings, cheap finery, etc., their trade bringing them into contact with the native workers in the mines, and thus a lively and organised traffic in stolen diamonds soon sprang up in and around Kimberley.

Diamonds were first discovered in South Africa near Kimberley. The story goes that a peddler, who afterwards founded a fortune through I. D. B., had been ill on the farm of a well-to-do Boer. One day, when recovering, the peddler sat outside the farmhouse and noticed a glitter on the stable wall opposite. He strolled over and with his knife extracted a stone from the mud plastered on the wall. Returning to the Cape, he found this stone to be a diamond and sold it. He returned to the farm, found that his Boer host had obtained the "mud" on his farm, and promptly bought the property. Shortly afterwards the main diamond deposits were found in "blue earth pipes" on the neighboring farm of Jacobus de Beer.

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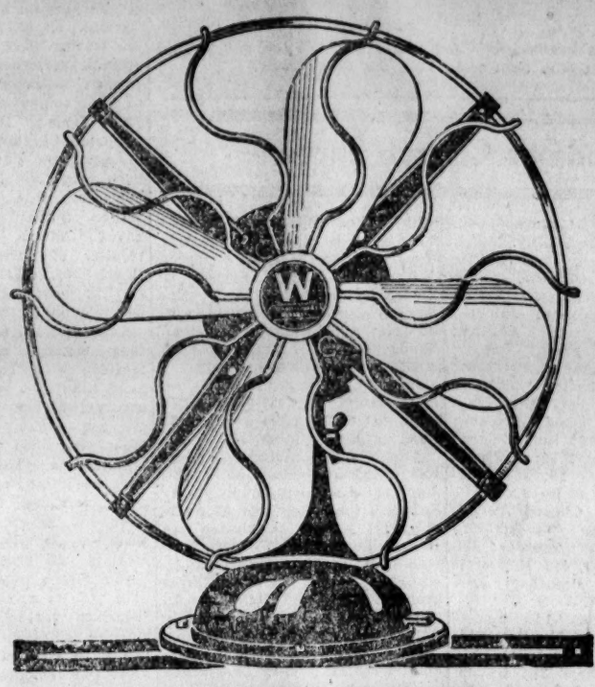

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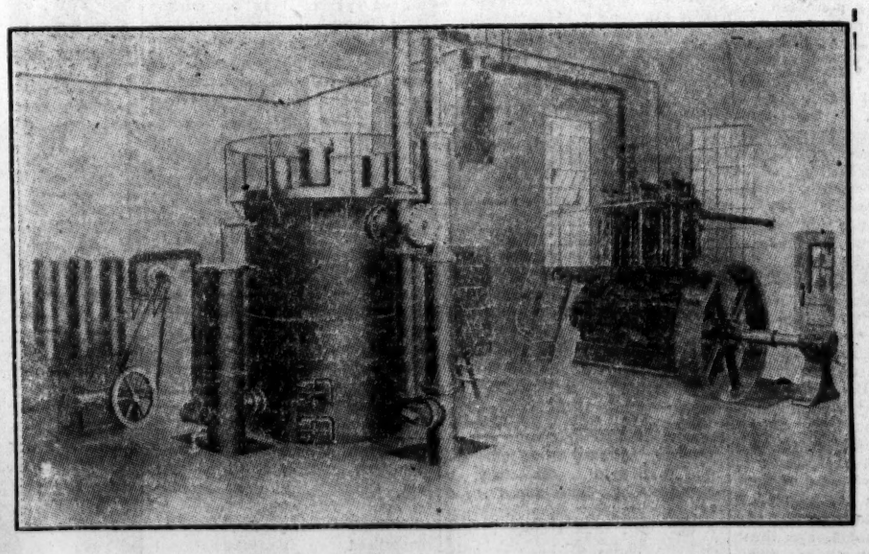

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Weather

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Today's Church Services

Holy Trinity Cathedral.—Second Sunday after Trinity. 8 a.m. Holy Communion (and at the Bubbling Well Chapel). 10.30 a.m. Mattins and Sermon; Psalms 12 and 13; Lessons: Job iii., Mark ii, 23-iii, 19; Anthem: "Behold God is great," Naylor; Hymns 34,270,290; Preacher: The Sub Dean. 3 p.m. Children's Service and Sunday School. 6 p.m. Evensong and Sermon; Psalms 15 and 16; Lessons: Job v, 6-end, Acts ix, 1-31; Harwood in A flat; Hymns 19, 220, 281, 24; Preacher: The Dean.

St. Andrew's Church Broadway.—10.30 a.m. Mattins and Sermon; Psalm 12; Lessons: Job iii, Mark ii, 23-iii, 19; Hymns 4, 270, 291, 298; Preacher: Rev. W. Robbins, M.A.

Union Church. 11 a.m.—Preacher: Rev. A. N. Rowland, M.A.; Subject; "The ingredients of worship"; Chant 38; Hymns 519, 243, 318, 707. 6 p.m. Preacher: Rev. A. N. Rowland M.A.; Subject: "The mantle of Elijah"; Chant 23; Hymns 357 383, 688.

Shanghai Free Christian Church (Evangelical)—Corner of Range and Chapoo Roads. The services will be conducted as follows:—11 a.m. by Rev. C. C. Dixon, D.D. 6 p.m. by Dr. J. Howard Taylor.

Christian Science Society of Shanghai—Masonic Hall, The Bund. Sunday Service 11 a.m. Subject: "Christian Science." Sunday School 10 a.m. Testimony meeting Wednesday evening 6 o'clock. Reading Room open daily except Sunday from 10.30 a.m. to 12.30 p.m. at No. 21 Nanking Road, Room 71.

New Thought Centre.—Whiteaway, Laidlaw Building (fifth floor), 39 Szechuen Road. Sunday Service from 11 a.m. to 12 noon. Subject: "The Evolution of Human Personality." Free treatment and teaching daily from 10 a.m. to 1 p.m. Healing Circle every Friday from 5.30 to 6.30 p.m. The public is cordially invited.

St. John's Pro-Cathedral, Jessfield, Evening Prayer in English at 6 o'clock. Preacher: Rt. Rev. F. R. Graves, D.D.

St. Joseph's Church.—Low Masses at 6, 7, and 8.15 a.m. At 10 o'clock, High Mass, Sermon in English. At 4 p.m. Benediction. On weekdays, Masses at 6 and 7 a.m.

Why Men Strike

This remarkable, clear and able presentment of the causes of industrial unrest was delivered in the form of an address to the Economic Club of New York recently. It is said to embody more reasonably than any other statement the grievances of both employers and employees and it offers constructive policies for their relief. E. A. Filene is the well-known Boston merchant whose experiments in connection with a system of store management have served as a model for similar institutions all over the United States.

WHY do men strike? Primarily because they instinctively dislike to be bossed. All men dislike to be bossed, employer and employee alike. They dislike it because experience has shown that no man is wise enough to have autocratic power over another man. Being mere mortals, at our best we make mistakes; and if these mistakes affect other men who have to submit to them, they are liable to exaggerate them, and rebel against them. They believe that if the decision had lain with them the mistakes would not have been made.

Constructive criticism of a kindly nature is scarce. But the average man finds it easy to criticise the mistakes and evils in a thing. There is, therefore, a tendency on general principles to criticise and resist the employer. If the major part of strikes is to be avoided we employers must recognise that the inevitable and normal trend is this way. By careful study of the whole situation and wise, sympathetic organisation we must meet the tendency.

Men strike because they are injured by real mistakes or because they believe themselves to be injured by the terms of their employment. In such strikes they are often unsuccessful and the grievances remain. For these reasons they sometimes dwell upon the objectionable features of their employment until they become tense and bitter. There grows up in consequence a distrust or hate of the whole present system. Irresponsible leaders who voice and trade on this discontent easily get a following. There is also a reaction toward Socialism or Communism, which are presented as panaceas for the ills that are complained of.

For many years I have studied carefully the relations between employer and employee, under our so-called capitalistic system. I have also studied Socialism and Communism as proposed substitutes for it. I am forced to the conclusion that as men are constituted at the present time Socialism and Communism are not practical remedies. I am convinced also that the greater part of the wealth of employers is legitimately gained and that all the world is richer because of their wealth. Henry Ford is not the only man who has become rich through serving the public. Many employers' wealth has been, as Henry Holt has well pointed out:

"Derived from processes and economics of his own devising and directing without which his income would not exist at all and the income of his employees would be less."

But firmly convinced as I am of this truth, I am just as firmly convinced that the present wage system is not infallible or final, but is only a step on the road from serfdom and slavery to improved forms of just and effective co-operation that the experience and wisdom of men will evolve from generation to generation. But as the present system is the road that must for the present be utilised for the upward march of all of us, employer and employee alike, we employers will do well to study it carefully with the object of understanding its weaknesses and remedying its defects.

My study of industrial relations has convinced me of four things:

1. That in a political democracy such as ours the autocratic control of industry by employers is a fruitful breeder of strikes and is in the long run impractical.

2. That we often pay counterfeit wages when we intend to pay real wages, thus causing discontent, conflict and strikes.

3. That the present so-called capitalistic system has accumulated, and is still using, outgrown ideas and customs that are needlessly offensive to our employees, and that it needs to be brought up to date.

4. That the basic remedy for the evils of industrialism, and hence for strikes, lies in making business a profession—that is, in realising, in act as well as in thought, that a business has no right to make a profit except as it serve the community.

Let us briefly review these four conclusions:

All of us employers are believers in the right of private property. Almost all of us translate that faith, consciously or subconsciously, into a conviction that our property is so completely our own that society should keep hands off of it. We hold that if it must touch our property at all it should do so only to the slightest possible extent, and only after having first recognised and acknowledged that it was interfering with our rights. Of course analysis of this position shows that it is not sound. It amounts to setting up property rights as superior to personal rights; to an appeal to society to safeguard our selfish interests against the common interests of the society to which we appeal; to an insistence at times on the duty of government to protect us in our imagined and artificial rights to the detriment and loss of the whole group of citizens of which we are a part. And this view tends, unfortunately, to develop an autocratic spirit among us.

Applying this idea of property as exclusively our own to our relations with our employees, we probably feel we have undoubted right to determine the conditions

(Continued on Page 13)

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-:- Two Years Of The League -:-

Commission Still Engaged In Working Out Plan For Armament Reduction—Five International Disputes Laid Before Tribunal

BY RAYMOND B. FOSDICK

The purpose of the League of Nations is so far-reaching and the league itself so new that an attempt to measure its value by present achievements is bound to be somewhat unsatisfactory. Since January 10, 1920, all the important nations of the earth, excepting the United States, have been working together in a vast plan for the maintenance of peace. During that time they have attained certain definite results, of great importance in themselves, small as they may be in comparison with the league's final objective.

The league is two years and four months old. Many commercial enterprises have devoted more than that length of time to surveys, to research, to building up the right personnel and to other branches of preliminary organisation. The league is not only organised but at work, not only working but producing. Even in this short time it can show a definite product of immediate and practical value.

One reason why the league has been able to accomplish so much is that the variety of its functions and the vastness of its opportunities have enabled it, when progress was temporarily blocked in certain directions, to move forward in others. While the refusal of the United States not only to join the league but to co-operate with it in any way whatsoever has proved a great handicap, it has by no means crippled the usefulness of the league organisation. Instead of idly repining over the failure to make their enterprise 100 percent efficient the members have gone right ahead and done their best with the material at hand.

ORGANISATION OF LEAGUE

The purpose of this article is not to tell what the league has failed to do, but what it has done, notwithstanding handicaps and discouragements, the like of which have not beset any undertaking of world importance since the world began, excepting perhaps the spread of the Christian religion.

The first problem before the league was that of building up an organisation which would function smoothly from the outset and yet preserve a looseness, a flexibility that would enable it do deal with each new question as it arose without being handicapped by frozen precedents and obsolete machinery. Thus far the essential organisation established more than two years ago, and consisting of an assembly, a council, a secretariat, an international labor organisation, a permanent court of international justice and various committees and technical commissions, has proved successful as the outline of a general international structure that can be filled in as time

The league, which started with but thirteen nations, now in- and experience may justify. Through the functioning of these numerous branches the nations of the world have learned to meet and discuss matters of general interest around a common table. The very fact that such conferences exist, aside from every consideration of what they have done, the fact that the nations have learned to "talk things over" and settle international questions by the principles of representative government, is in itself a long step forward in the progress of civilisation.

cludes fifty-one. No other alliance or treaty or international arrangement of any kind ever had anything like so large a number of adherents. The council, which is gradually becoming recognised as an international "management committee," entrusted with the direction of affairs while the larger and more democratic assembly is not in session, has held sixteen sessions and will meet for its seventeenth on May 11. The secretariat is working smoothly through ten sections, directed respectively by two Frenchmen, two Italians, one Englishman and one Englishwoman, a Norwegian, a Dutchman, a Swiss and a Pole. The permanent Court of International Justice has been set up and has held its first session.

ALL HEARD IN COUNCIL

In the organisation of the international court the league succeeded in accomplishing something that had been tried before but had failed for the lack of authority that could come only from the support of a strong outside international body. The Hague conferences of 1899 and 1907 did establish a permanent Court of Arbitration, but found it impossible to set up a court of arbitral justice for international disputes. The rivalries of the great and small powers contributed largely to this failure. The composition of the league council and assembly, which gave all members, both large and small, a voice in the selection of judges, enables the league to overcome an obstacle which the Hague conferences had found insurmountable.

The product resulting from this comparatively simple machinery may be divided into four main classes—political, administrative, economic and humanitarian. Most discussions of the league in this country unduly emphasize its political functions. It was not intended that these should be exercised except as a last resort. In fact, the main purpose of the league plan is to prevent international disputes rather than to settle them. The means by which causes of international disagreement are removed and by which nations are taught to live in greater harmony are, in my opinion, far more important than the activities by which these disagreements are peaceably settled after they arise. As the league grows older and as the passions aroused by the war gradually subside there should be fewer calls for the organisation to exercise its political functions. The ultimate success of the league, therefore, should be judged not by its facility in settling disputes but by the decrease in the number of disputes presented for settlement.

Thus far there have been brought before the league five disputes that definitely and imminently threatened the peace of the world. In 1920 the Polish government requested the council to avert, if possible, war which threatened between Poland and Lithuania concerning the Vilna territory. A league commission sent to the spot saw to the strict observance by the two parties of the obligations they had assumed. Although neither Poland nor Lithuania at that time accepted a draft agreement recommended to them by the council, in January, 1922, they entered a solemn engagement before the council to abstain in future from any act of hostility.

JUGO-SLAVIC CLASH ENDED

Last year the council dealt with a dispute arising from the Jugo-Slav invasion of Albania. Great Britain requested that the economic blockade provided for in the covenant be applied against Serbia for having begun hostilities without arbitration. The mere possibility of such a penalty proved enough to quiet the situation. Jugo-Slav exchange dropped sharply, an important loan was held up and the Jugo-Slav government was forced to withdraw its troops behind its own frontier. The two countries have since assured the council of their intention to maintain friendly relations.

Even more serious was the dispute between Finland and Sweden over the Aland Islands. Acting upon the recommendation of an international commission, specially appointed to weigh the evidence, the council gave the sovereignty of the islands to Finland, but assured protection to their predominantly Swedish population and concluded an international agreement for the neutralisation and non-fortification of the archipelago. It is interesting to note that an American sat on this international commission—Mr. Abraham Elkus, of New York.

When Great Britain and France were unable to settle their differences over Upper Silesia the good offices of the council were invited with gratifying results. The council submitted a new solution of the problem which safeguarded economic as well as nationality interests. This recommendation was accepted and the proposed negotiations between Germany and Poland are now in progress with every prospect of a satisfactory outcome. An intimate sequel of this decison was the cessation of disturbances which reigned in Upper Silesia before and after the plebiscite.

Although there have been no conclusive results as yet from the league's intervention in the three-cornered Tacna-Arica dispute, it is interesting to note that the countries involved have adopted a more conciliatory attitude since the question was argued at length at a public session of the league assembly, and Chile has proposed a plebiscite.

Although these results of direct political intervention were over a period of nearly two years in the aggregate, considered as concrete achievements to prevent war, they well deserve comparison with the treaties of the Washington Conference.

On the problem of disarmament the league has been steadily at work since its establishment. An international commission is engaged in a complete statistical inquiry into the armaments of all countries, distinguishing the military and police forces necessary for internal security and the forces necessary for national defense. Such an inquiry is

(Continued on Page 15)

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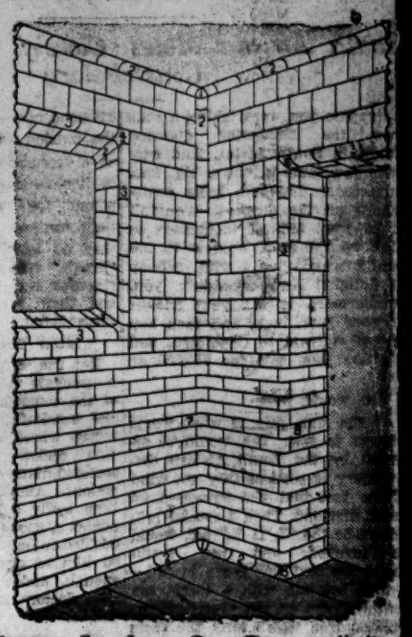

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Bringing A Friend Home For Dinner

What are a husband's rights in the matter of asking his friends to his home to dine?

"My husband expects me to treat our friends in such a manner that they will feel free to drop into our home for dinner at any time upon his invitation," writes a woman who says her husband's hospitable impulses have almost brought her to a state of nervous collapse. "Very often these unheralded guests come when I am in no way prepared for them, their unexpected arrival causing me the greatest inconvenience, and sometimes embarrassment. Yet, I rather hesitate to forbid my husband to bring his friends home to dinner because he is very proud of my good cooking and nice serving, and their presence at our table seems to give him so much happiness. But I always feel that I can't have company without setting out a big dinner, and that always means countless dishes to be washed afterwards."

This question, like many others, has two distinct sides. There is the problem of the wife's pleasure, comfort and convenience, and the husband's right to enjoy his home.

If every woman knew how to organise her housekeeping so that she could entertain an unexpected guest without inconvenience and a hurried effort, if every woman kept a little reserve stock of fish, fruit and vegetables to be used for company, and sho had a heart interest in so pleasing her husband, there might be many more happy impromptu feasts. But, where she is seen to hurry about frantically, and when she makes profuse and impressive apologies for her unpreparedness, both the husband and the guest are made exceedingly uncomfortable. Her manner, too, may be so eloquently suggestive of discomfiture that her husband, if he be at all sensitive wishes to heaven that he had not been so impulsive, and he swears to himself that he never will do it again. In most cases the wife is spared a repetition of the experience until, time having dimmed her husband's memory, he falls into the same error again.

THOUGHTLESS INVITATION

When a household is without servants, a husband should have the greatest possible consideration for his wife, and he should not ask her to entertain one or more guests at dinner unless he has given her ample warning, and she has given her cordial consent. That type of thoughtless husband who rings up his wife and, without consulting her, says abruptly, "I'm going to bring Brown home to dinner with me," may interfere most awkwardly with a cherished plan. Perhaps she is going with Mrs. A. to Mrs. B.'s tea at 4:30 or 5 o'clock and cannot be home in time to prepare a meal satisfactory for the entertainment of a guest. Or, she may be attending a late afternoon performance at the theater with a cup of tea afterward with friends. The man who has a proper appreciation of the proprieties will ask his wife if she can make it convenient to entertain friends for his pleasure, and without involving her in undue haste or fatigue. In the event that she does not feel equal to the responsibility he will forego that pleasure cheerfully and perhaps take his guest to a hotel.

On the contrary, it should be a husband's privilege to entertain his own friends from time to time. The woman who is only too eager to have her own friends in for luncheon or dinner, and for whose entertainment no effort is too great to be made, and yet who is grudging in extending hospitality to her husband's circle, is selfish—she is not playing the game in accordance with a 50-50 rule. He is pretty certain to feel the injustice of this situation, although he may not express himself on that particular point.

"One of the keenest pleasures I have in life is taking a friend home to dinner," a professional man was heard to remark. "My wife is always gracious about entertaining guests, whether they be strangers to her or old acquaintances. In my bachelor days I dreamed of being able to share my home, and I cannot tell you how happy I am that this dream has come true. I know that not all husbands are so fortunate, and that many a man does not dare to suggest asking one of his friends into his home. On this account, I am doubly grateful to my wife for her good management and her cordial spirit. They mean more to me than I can say."

OPPORTUNITY KNOCKS

Men in business, professional and political life often secure unusual advantages when they are able to entertain influential friends. Many a big deal has been turned over the dinner table, and many a clever wife, by the charm of her hospitality, has helped in transactions of the highest importance to her husband's career. Business enterprise to a great extent is based on personal liking. A friend is a silent partner. Many a time he opens the door of opportunity.

Even where no material considerations are involved, nothing so fills a man with pride as to be able to ask another man to his table in the happy assurance that a well-planned, skillfully cooked and attractively served meal, however simple the menu, will be set before them, and that the wife will lend herself cordially and gracefully to the occasion. By the same token, nothing so humiliates a host as a badly cooked meal that is thrown on the table, and a perceptible chill in the atmosphere because friend wife did not care to be bothered with a guest.

The question of hospitality is an important one in many families. The husband and wife should form a definite policy on that subject, each approaching the problem in a spirit of fair play.

Utopia At North Pole

People Can Live Without Money There, Explorer Says

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You will find, without money and without price, clothing more comfortable to wear and to adjust than the garments of so-called civilisation.

You will be spared even the 8-hour day, since you can live comfortably by performing less than two hours of interesting work every day.

You will have a vacation every winter, when you need do nothing except enjoy yourself with your friends.

All those "promises" are given by Vilhjalmur Stefansson, who holds the world's record for five and a half years of continuous Polar service, who took away the adjective "unknown" from approximately one hundred thousand square miles of Arctic land and sea.

"The process of settling the Arctic region has begun," Mr. Stefansson said. "I admit there has been a temporary recession of population due to the fact that the first settlers wanted graphophones, their wives wanted high heeled slippers, and there seemed no way to make a living which would pay for these luxuries.

"There are just two big things—and only two—which stand in the way of the colonisation of the far North. One of these things is a wall of ignorance; people have been brought up with many wrong impressions of the country. The other obstacle is man's inherent conservatism. He cannot go to the North and live like a Southerner. He cannot live life just as he has always lived it.

"Let me give you an instance of what I mean. The first settlers of Southern Illinois came from Louisiana, and they tried to plant Southern Illinois with cotton. Naturally, it was a failure. And undoubtedly those men, many of whom left the country, would have told you that Southern Illinois was a land 'not fit to live in.' Yet now it probably is regarded as one of the most fertile sections of our country.

"If you will go North and live as a Northerner you will be able to make a good living. If I were not an explorer, but just a man with my living to make, I could go to the North and maintain a most comfortable existence on less than two hours a day of work. Also, it would be work much more interesting than factory labor or many other jobs; in fact, it would be work which many Americans choose for play—the task of hunting."

In "The Friendly Arctic," his recently published book, Mr. Stefansson has described how he and his party "lived on the country" by killing seal, caribou, bear and Polar oxen as they needed food, fuel and clothes. The blubber in the seal he used for fuel to cook the seal flesh.

The meat of caribou, he says, is as good as any food in the world. The skins of these animals, he declares, make better clothing than can be bought here; clothing waterproof, cold proof, comfortable to wear and to put on.

And you may doubt his figures, but he has temperature records which prove that the climate is colder in Northern Montana—10 degrees colder—than at the North Pole.

"Neither I nor any member of my immediate party ever had a frostbitten finger or toe," he said, "all the time we were in the North. Our faces often were lightly frostbitten, but that's n worse than sunburn.

"The country will be developed, I think, either by a great corporation with a man of brains in it, or by individually intelligent persons. Intelligence is essential. It is a country which will be needed by the world's population within a measurably short period, if the present population increase continues."

"And it does seem to be the one land left where you can live without money," I observed.

"You can live in the air North without money, without work and without cheating anybody," Mr. Stefansson summed up, simply.

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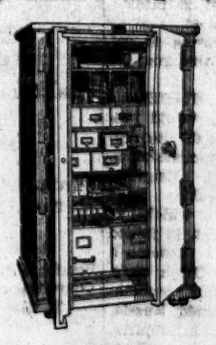

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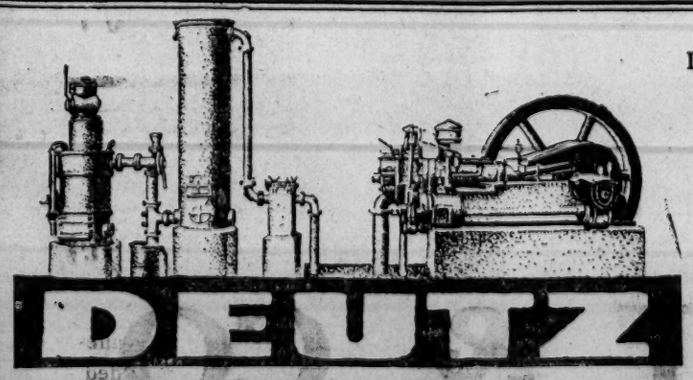

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Says Genoa Ignored Teachings Of War

Frank H. Simonds Declares Europe Still Clings To Old Ideas

BY FRANK H. SIMONDS

Washington.—Accurate appraisal of the consequences of the Genoa conference inevitably will wait upon the developments which follow this momentous assembly, in every way the most important since that of Paris in 1919. Yet it is clear already, that with this conference we pass into a new period of history. The old associations of the war, most important of all the Anglo-French entente, are eliminated, new combinations, of which the Russo-German is by all odds the most significant, must hereafter be reckoned with. The Europe of 1914, before the war, of 1919, after the war, are things of the past.

How then will the New Europe group itself, for we must concede at the outset that there will be groupings, alliances that, in a marked degree, all that has happened again and again in three hundred years of European history is now to repeat itself? Mr. Wilson's grandiose conception of world association, expressed in the League of Nations, has broken down. Mr. Lloyd George's far less idealistic and much more practical plan for a Pan-European accord has perished similarly.

AIMS ARE IRRECONCILABLE

And in both cases the ultimate failure is to be ascribed to the European fact, practically incomprehensible to the American mind, only less compatible with the English view. Europe has resisted both the plans which aimed at preventing a repetition of the last world wide catastrophe, because the aims, aspirations, fundamental conditions of the several European peoples are irreconcilable.

Today in Europe, that is, on the continent, there is a profound cleavage growing out of the war settlement of Paris. On the one side are many nations whose very existence is locked up in the perpetuation of the conditions created by the Paris documents, on the other side are nearly as many nations, for all of whom the Paris adjustment is intolerable and for whom a revision of this adjustment by arms is not only desirable, but the goal of all policy.

HOW EUROPE DIVIDES

The nations which would preserve the status quo of the present hour are unmistakable. They are France, Belgium, Poland, Czecho-Slovakia, Jugo Slavia, Rumania, to which, at the moment at least, is joined Austria, which has become a silent partner of the Czech state. Against this formidable combination must be reckoned Russia, Germany, Hungary and Bulgaria. Measured by present military strength the former group is overwhelmingly superior. Measured by ultimate resources and present population the latter has the great advantage.

Now, in the nature of things, the state of mind in both these groups makes as easily and simply for alliances as did the states of mind in the two groups which dominated Europe in 1914. But between these two groups stand two other great powers and a cluster of neutrals, who have divided interest. Italy, for example, is determined to preserve what she gained by the world war. Having at last reached her natural frontier, she intends to hold them, but by contrast, she is hostile to Jugo Slavia and, as a result, friendly to Hungary.

THE DILEMMA OF BRITAIN

Estimating the Genoa results, one must see clearly then, that the most obvious has been the creation of a block of states closely associated in a common purpose to preserve the Paris settlement. These states together possess the present power to dominate Europe. The French army alone has the power, but to the French their present partners can bring precious aid.

As Lloyd George and his friends have felt this new association forming, they have had recourse to many threats comprehended in the hint that Britain might be moved to join the rival combination. The weakness of such a move, however, lies in the fact that such a change of sides would not bring any considerable immediate aid to the Russo-German group and it would instantly result in a French invasion of Germany, provided Germany, under British advice, refused to comply with French conditions.

In a word, and the point is capital, as a partner of France in the entente, Britain has had a profound influence in restraining the French policy, although this influence has steadily declined and is now near the vanishing point. But if the entente were to terminate officially, then Britain would have no power to control France.

France and her associates moreover, have no temptation to permit Russia, Hungary or Germany to grow strong, if such accession of strength threatens them. If one could establish as certain the remote possibility that a Germany forgiven much of her debt and allowed to reoccupy much of her lost territory, would become a good European and lay aside all old ambitions, it would be possible to argue with France and her associates. But no such argument being possible, the situation remains patent.

From the moment America retired from Europe up to that of the Genoa conference, Britain remained the dominant power in Europe and Lloyd George wielded a power only rivaled by Napoleon and Bismarck in recent times. But as the material interests of Britain and France more and more diverged, British influence has declined.

We have had under our eyes for nearly three years a battle between Britain and France for the establishment in Europe of two systems, in one of which Britain would have been supreme, in the other France would dominate. Both are as much and as little imperialistic as one may care to describe them, although British imperialism is in the nature of things fundamentally commercial. And slowly, but surely, the British supremacy, established at Paris with American aid, has tended to break down.

WHERE L. GEORGE FAILED

At Genoa this British control of Europe broke down absolutely. Lloyd George, in failing to restrain Russia and Germany from their pact of Rapallo, in failing to bring Russia to reasonable terms, not only did not succeed in reconciling France, Poland and the little entente to a Pan-European arrangement, but literally drove them to make a common cause. So far from offering these nations security, the Lloyd George non-aggression proposal came more and more to seem a menace without measure.

Looking to the future what may be expected? Obviously, unless Great Britain repudiates Lloyd George and his policies, there is no chance of saving the Anglo-French entente, whose chief value to date has been that it acted as a check upon French policy. If George went and some Francophile Englishman succeeded him, some of the injury could be restored.

But if George does not go, if he is able to use Genoa as a campaign issue and persuade his countrymen to accept his policy, then nothing is more certain than that France will proceed to exercise her freedom and her undeniable power. Henceforth, Lloyd George, whose friendship has long been suspected in France, is an enemy. He is similarly an enemy in all the countries whose interests lie parallel with France.

SEES ANGLO-FRENCH CRISIS

Therefore a moment must come, before long, when George, if he retains power, will have to choose between war with France and the resignation of all control on the continent. It may be that May 31, the date when the reparations issue comes up, will be the decisive moment. There may be a postponement, but sooner or later and probably sooner, the crisis must come.

It seems to me the most likely immediate consequence will be the withdrawal of Britain from European messes, exactly as we have withdrawn and England has retired after all other general continental wars. Such a withdrawal is most likely if there forms a Russo-German-Italian group, which counterbalances the Franco-Polish-Little Entente Association.

To put the thing succinctly, the continent has again rejected Anglo-Saxon ideas and returned to those which represent the teachings of its long and bloody history.

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Why Men Strike

(Continued from Page 10)

under which those employees shall work, provided we do it lawfully. And here we find one of the reasons why men strike—a source of grievance which can be shown to be the real cause of many strikes where other reasons are put forward. Most of our employees—all of those who have been educated in this country—have been taught from childhood that it is their inalienable right as freemen to have a hand in determining the political laws under which they live. They have heard it reiterated by their teachers in the public schools and by the interpreters of our free institutions on every public occasion. They read it in the press.

INDUSTRIAL DEMANDS

Men so taught are not going to stop short of applying this axiom, that grows out of the political system under which they are governed, to the industrial system under which they live and labor. Inevitably they are claiming the right to have an effective voice in the determining of conditions under which they work. These economic conditions are even more important to them than the political conditions. They have occasion for the expression of their political views at infrequent intervals. They are conscious of the exactions and burdens of government only now and then. But the urge to have an adequate voice in determining conditions of employment is daily—yes, hourly—insistent. Every accident that is costly to labor, every additional expense in their living, every new baby, every new ideal, every new material desire such as an automobile or a house serves as an occasion for reopening the question whether their wages are justly and generously determined. The result of such questioning is surely a further incentive in their minds to the greater assertion of their rights, as the preponderant human factors in industry, to have a voice in the control of conditions of labor and of the rate of wages. And this assertion of right, if opposed by the employer, often means another strike.

Then to this is added the periodic recurrence of bad times, with its masses out of employment and the fear of the loss of the job, one of the most terrifying apprehensions of the average workingman with a family. Under these conditions men feel themselves compelled to fight, by strikes or otherwise, for a greater voice in determining the conditions under which they labor. They are led on by the idea that if they have this greater voice they will so regulate and control production and distribution that not only will there be no fear of loss of the job but there will also be sufficient wages to satisfy their needs and their desires.

My own lifelong experience and study as an employer convinces me that autocratic control by employees would be even worse than autocratic control by employers. There is nothing in democracy that can perform miracles in production and distribution. There is nothing in the democratic principle in industry that in itself will take the place of expert knowledge, technical skill and trained industrial vision. No man in the factory, whether employer or employee, if he were hurt by a machine, would be willing to have a committee of his fellow-workmen meet and vote how badly he was hurt and how he should be cured. He would send for the trained, skilled specialist, the doctor or the surgeon. Likewise, when the business is hurt, it cannot be cured by a vote of management-sharing employees, unless those so voting are mentally and technically trained to know what they are voting about and are basically so interested that they will put their best into their decision.

It comes to this, that autocratic control, whether by employer or employee, is bad—the one almost as objectionable as the other; and that men are striking today as a protest against autocratic control by capital and as the most effective way of expressing their demand for an adequate voice in the conditions under which they work. They are vitally interested. They will continue to strike until provision is made for giving them adequate representation in boards of directors or in those shop committees, by whatever name they may be called, in which employers and employees work hand in hand to advance both the business and the legitimate interests of the human beings who put their lives into it and get their livelihood from it. This is largely recognised by employers now and the growth of these joint committees has for some years been marked.

But even if joint control of management is immensely successful it will not alone remove all the grievances that make men strike. It is necessary now to examine into the second of our causes.

A large proportion of the industrial disputes and strikes are due to the fact of the employee receiving an inadequate wage without the direct fault of the employer. An industrial system that subdivides the manufacturing process until the individual worker is only a part of the machine and which then denies him participation in management must of necessity leave him with little if any interest in the business. His main concern will then be in the wage return he gets for his work. Under such conditions any interference with those wages that reduces their purchasing power is a serious matter, sure to create discontent and conflict.

Counterfeit wages is a term that I have invented to characterise this inadequate wage that comes about from some of the many causes that reduce the purchasing power of money. Counterfeit wages are any wages, however large they may be in dollars, that will not buy the necessities or life and enough luxuries to make working for necessities a desirable thing and also to enable the recipient to make modest but adequate provision for sickness and old age. Counterfeit money has no value.

The causes that turn a good wage into a counterfeit wage are various. The speculation or the profiteering that raises the cost of homes, or the rent of houses, factories or shops may make a draft on the pockets of numberless employes that goes far to turn wages that have been adequate into counterfeit wages. Speculating or profiteering in the necessities of life has the same result. Manipulation of securities of public service corporations that raises the price of street car fares, gas and electricity helps to turn a fair wage into a counterfeit wage. The enactment of tariff laws that by crippling our foreign customers shuts down our factories at home or by fostering bad trust agreements or undue profits increases the cost of domestic goods, helps to make wages counterfeit. The merchant who by costly methods of retail or wholesale distribution adds unduly to the manufacturing cost of commodities makes inadequate and counterfeit a wage which might be adequate if goods were sold with less excessive fixed charges that result from watered -stocks and from capitalising expences, or unfair "good-will" values, raise the living cost of the purchaser and increase the counterfeit margin of his wage. The inefficient and expensive government—local, State and national—that results from our easy-going American methods of choosing untrained administrators and from the partisanship that neglects the principles of good government in the effort to get and keep office, cuts down the value of every dollar that goes into the pocket of the workmen—helps to make them counterfeit. The limiting of output by labor unions, resulting in fewer and higher-cost, products, is a method by which the workingmen themselves turn their own dollars and the dollars of other wage-earners into counterfeit. Wittingly or unwittingly, employers and employes alike are often wage counterfeiters.

The fact that wages, however large, will not buy the things our employes want and need induces discontent and a sense of being thwarted and wronged. This discrepancy between income and needed outgo makes men ready to listen to the agitator who tells them that they are deliberately and constantly being robbed by us employers or by organised finance.

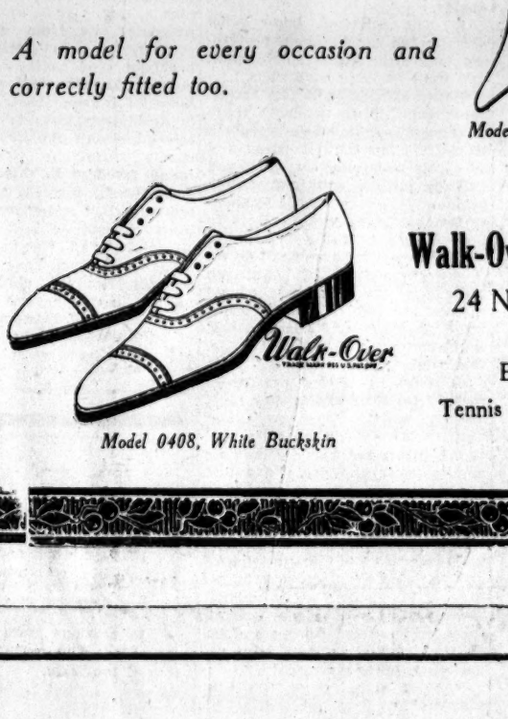
The method of thinking of wages in terms of dollars rather than in terms of commodities or creation and savings is one that must be changed. There is nothing sacred about it. Together with many other unscientific and indefensible features of civilised life, it just "happened" to grow up.

The return for paying genuine wages rather than counterfeit more than makes up to the employer and to society for the extra money expenditure. The genuine wage tends to provide happy, healthy, contented and loyal employees.

If their wages are adequate to provide the necessities of life for their families and allow also for recreation and provision for illness and old age, they are increasingly freed from worry and are thereby made more efficient employees. If their wages enable them to buy freely the value of the American market is maintained, to the profit alike of the manufacturer, the farmer and of the workman who makes and the merchant who sells the product of the factory, the mine and the farm. Best of all, it will remove one of the most fertile causes of strikes.

An important part of the responsibility for the adequacy of wages must be assumed by us employers. We are sometimes little schooled in theories of social welfare, have little imagination outside of our own immediate field of business management and are prone to think of our duties in terms of money-success or failure to the exclusion of terms of human welfare. It is most often members of our own employer class, also, who turn real wages into counterfeit. This being the case, we cannot easily justify ourselves in taking a position of irresponsibility in the premises. The responsibility for reducing the excessive costs of retail distribution belongs to me and to

(Continued on Page 14)



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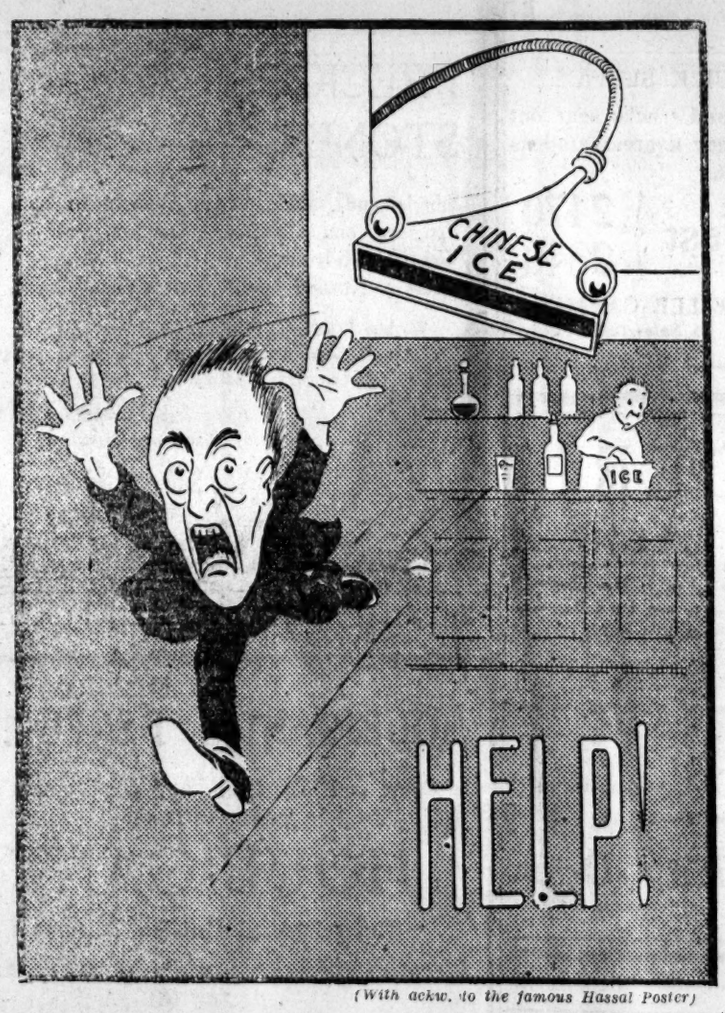

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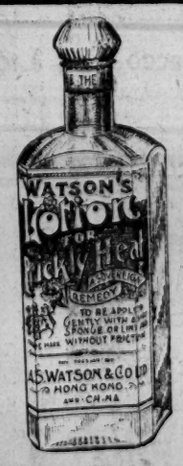

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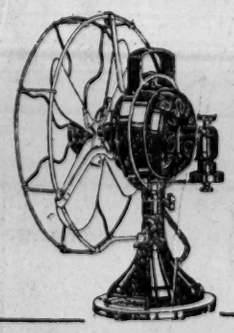

F 29

Why Men Strike

(Continued from Page 13)

my fellow retail merchants. We employers should fight all excessive capitalisation whose fixed charges help to turn into counterfeit the otherwise adequate wages we pay our employees. Our men of finance should see that the English law is adopted and enforced that requires a statement to be made to every purchaser of stock showing the promoter's profit and the real assets and liabilities of the company. It is up to us to help provide credit unions of other safe and democratic means of saving and investing earnings. The training of the wage-earner in the use of his money so that by purchasing merchandise of good quality at the lowest possible price he will help to keep his wages real is also our responsibility, at least to a degree. Our responsibility is at least equal to that of our employees to see to it that they are not compelled to pay a street-car fare of 10 cents to get to and from our places of business when devoted and wise administration of public service corporations might make 5 or 7 cents adequate. The same thing applies to railroad fares and freight rates. The responsibility to provide comfortable, attractive and sanitary housing at fair prices primarily belongs to the employer of labor. In any event, we are responsible if we allow speculation in land and housing so to increase rents as to make wages counterfeit. Our influence should be thrown, I believe, against excessive tariffs and other forms of interference with trade that if they increase the profits of the employer at all do so at the expense of the wage-earner, of the farmer and of the general public.

We employers should also make use of the price indexes provided by the Department of Labor at Washington, and by several private agencies, as a scientific and businesslike aid in an attempt to solve the problem of counterfeit wages through use of a sliding wage scale. It may be that the stabilisation of the purchasing power of the dollar along the lines advanced by economists will sometime help to remove some of the problems of the counterfeit wage. A scientific solution is highly desirable, but may take many years to bring about.

If we employers are to have fewer strikes in the mean time we must learn to think more of wages in terms of what they will buy than in terms of dollars and cents. When we do this we shall do away with many of the causes that make wages counterfeit. Because a man belongs to our club or our church will no longer be a reason for our standing by supinely and allowing him by manipulation, speculation or profiteering to make counterfeit the wages we pay.

Let us now turn to a third reason why men strike.

We all recognise the truth of the statement that our present so-called capitalistic system is still using inherited ideas and customs that, although not discarded, have really been outgrown. We also know that it needs to readjust its ideas, get rid of old abuses and reduce the number of points at which friction between employer and employee are generated. Because I am not ready to burn my house down is no reason why I should not repair or replace a dangerous plumbing system. Because we are not ready to destroy the present organisation of industry and put Socialism or Communism in its place is no reason why we should not get rid of its abuses and bring it up to date.

Many employers and important organisations have made and are still making attempts further to humanise and improve our industrial system. One of the most significant, as well as most courageous, is that made by the Federal Council of Churches of America in formulating and publishing its social creed. This social creed is of great significance, emanating as it does from a body that represents substantially a half of the American people and which is one of the most conservative elements in our American life.

This formulation is a creed and an ideal rather than a program of action. Difficulties and differences of opinion will no doubt be encountered in forging these ideals into a workig program. Some of them may need to be restated and revised. It is a statement, however, which employers cannot afford to overlook or ignore. Progress is going to be made toward their achievement, and leadership will come into the hands of those who undertake to apply, in good faith, such principles as the churches have here formulated. It can hardly be doubted, moreover, that the stability of our social and economic institutions will depend in no small part on the growth among employees of confidence in the right-heartedness of the leaders of business and industry.

There is not space to discuss at length a social program. I may point out certain as yet partially achieved goals which a consensus of informed opinion, both among employers and employees, recognises as practical and just. This moderate program, if achieved, would go far to do away with strikes.

The right of employees to a voice in determining the conditions under which they shall work and to a stable and living wage has already been dealt with Other goals that are now generally recognised as right and just include:

1. The right of employees to unite for purposes of collective bargaining.
2. A gradual and reasonable reduction in hours of labor.
3. Compensation for industrial accidents as a just charge on industry.
4. The right of labor to be safeguarded in all matters pertaining to health, steady employment and good working conditions.

Men and women fit for American citizenship, the working hours of whose lives must be spent in stores and factories, in mines and on farms and railroads, must and will demand just solutions of such problems as are presented by these statements of principle. It is to the advantage of the consumer and of society that we shall do so. If the elimination of outgrown ideas and the righting of old wrongs are left to labor alone wage conflicts and strikes will continue on an increasing scale. The strike is the workers' principal weapon. If they are forced to fight for their rights they must and will use it.

A great employer of labor said to me during the war: "When we employers in the past have had the advantage of our employees by reason of an oversupply of labor we have used it for our own selfish ends. Labor now has the whip hand and is merely doing to us what we have done to it in the past. I wonder," he added, "which of us will be wise enough to end this wasteful process of industrial conflict by first using its period of power generously?"

The opportunity of the employer has now arrived. The future relations of employer and employee will depend in no small degree on whether or not we employers as a group, by hard thinking and friendly conference with our employees, so honestly at work to bring the industrial system up to date.

Important for the establishment of good industrial relations as are the three matters of which I have spoken, there is in my judgment a fourth reason of a still more fundamental nature—namely, that business shall more and more become a profession and be carried on in a spirit of service to the community.

The motive with which the employer directs his business and with which the employee works will in the last analysis determine whether there will be industrial war or industrial peace.

Asked recently by the editor of the Annalist to prepare an article on a simple code of business ethics as one of a series of studies on the ethics of the several business and professional groups, I ventured to base it on these two brief formulas:

1. That a business, in order to have the right to succeed, must be of real service to the community.

2. That real service in business consists in making or selling merchandise of reliable quality for the lowest practicably possible price, provided that merchandise is made and sold under just conditions.

The merchandise must be sold as cheaply as possible so that as many as possible may buy as much as they need. It must be made and sold under just conditions, as one must not oppress his employees in order to make merchandise cheaper than it should be to his customers. But the chief point of the ethics of the profession of business, as I understand it, is that the great buying public is to be served by giving them dependable merchandise at an ever cheaper and cheaper price.

One of the tragedies in our modern life is that when we employers are finally successful and the difficulties and perplexities are over that in our earlier prevented us from giving full co-operation in solving the problems of our employees, and we have at last gained the financial freedom that enables us to decide questions between ourselves and our employees on their merits, we fail to use our new found freedom to this end. We often begin, instead, to use our thought, time and money to build bigger houses, to buy too expensive pictures and live in a needless luxury. We men have learned so to simplify our clothing that neither in cost nor style is there a yawning gulf between the garb of employer and employee. But only rarely have we simplified our living to any such degree. But if we are too sensible or public spirited for ostentatious display we feel that it is our first duty to give large sums of money to hospitals and other philanthropic purposes. For these and like reasons we throw away the opportunity, won by a life of successful labor, to heal the wounds of industry.

Philanthropy becoms a sin and an offense when it uses for charity the earnings of industry that should be used for justice to employees and the public.

The first legitimate use of large profits, and the main use, is to reduce prices. These lower prices will, in turn, cause increased demand, increased production and increased total profit, at which point prices can again be reduced. It is worse than useless to merely increase production. Prices at the same time must be reduced enough to bring in the greatly increased number of purchasers needed to absorb this greater output. Employers are wrong when they endeavor to obtain mass production through lowering wages to a degree that lessens the number of possible consumers for their product. Employees are wrong when they try to get higher real wages or more work through limiting output. Both will find it far more profitable in the long run to join hands in efforts to furnish reliable and essential merchandise to the public at prices lower than it has been sold before. In this way they will greatly increase the number of consumers and increase the demand for workmen. They will at the same time increase wages and the purchasing power of those wages.

When this spirit of service comes to be generally recognised for what it is—namely, good business as well as good ethics—the reasons for strikes will have been greatly lessened. The co-operation that will result between employer and employee—between management and labor—is perhaps the nearest we shall need to come to common ownership or the socialisation of industry. Perhaps here is the door through which the strike will make its exit and industrial peace will enter.

The practical and compelling thought in any analysis of the reasons why men strike is found in the fact that the elimination of the cause of strikes is not only good ethics but equally good business. We employers like to think of ourselves both as good business men and as good Americans. In studying and removing the reasons for strikes we shall find the road to that real co-operation with our employees that will largely satisfy our aspirations in both directions. And a grateful general public, which, after all, is most concerned in the solution of the industrial question, will applaud and reward our success.

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Two Years Of The League

(Continued from Page 10)

essentially the first stage of any effort to reduce armament on an international scale. It is expected that the results of this survey will enable the commission to draw up a general plan for the reduction of land armaments in time for submission to the September meeting of the assembly.

REGULATE ARMAMENT

Parallel with plans to reduce government armaments is a project to regulate the manufacture of and traffic in arms by private concerns and individuals. If certain small nations which in the past have been almost continually quarreling or disturbed by internal revolutions can be prevented from obtaining arms and ammunition one of the most prolific causes of warfare will be abolished. The league recognises this, but it also recognises the difficulty of persuading every important nation to unite in suppressing this dangerous traffic. An international conference on this subject has been approved, to be held, if possible, during the coming summer, and an attempt will be made to obtain general ratification of the convention of Saint Germain on the arms traffic.

Coming to the league's administrative work—the protection of the free city of Danzig and the regulation of the Saar Basin, both entrusted to the league by the Treaty of Versailles, are experiments of novel and delicate character. Under a high commissioner, appointed by the league. Danzig has been able to work out its difficult relationships with Germany and Poland. The Saar Valley, a coal area of vital importance between Germany and France and ardently coveted by both, has been administered for nearly two years by an international commission appointed by the league. The success thus far of both these experiments promises well for the league method of governing disputed areas with fairness not only to outside claimants but to the inhabitants.

One of the most inspiring ideals of international co-operation has been the protection and development of weak or backward nations and racial groups. The peace treaties which ended the war not only liberated a great number of nationalities, but provided means of insuring justice to religious, linguistic and ethnical minorities, which still exist in Central and Eastern Europe, isolated in the midst of alien and oftentimes hostile majorities. One of the special tasks of the league is the guardianship of these minorities.

Thus far the league, in the exercise of this function, has successfully intervened to prevent the expulsion from Austria of the Jews who came into that country from Eastern Calicia; it has also intervened to the satisfaction of both parties in the question of emigration from Greece into Bulgaria and from Bulgaria into Greece. Similarly, a dozen or more treaties have been signed with nearly all the nations of Eastern Europe and the Balkans.

GUARDIANSHIP OF PEOPLE

Different in method, although similar in purpose, has been the league's plan of guarding the rights of the peoples which before the war were under German colonial rule. The mandate system under which the tutelage of these peoples is intrusted to different powers as trustees of the league itself has progressed to a point where the guardian nations are rendering the first annual accounts of their stewardships. It is probable that some of these reports will be received at the coming session of the council, after passing through the hands of the permanent mandates commission appointed for this purpose.

The economic achievements of the league lie chiefly in the fields of labor and finance. Under the administration of the international labor office three labor conferences have been held. The Washington conference, in 1919, dealt with the eight-hour law, the 1920 conference, at Genoa, initiated reforms in agricultural labor conditions.

The Brussels financial conference, held in September, 1920, owed its success, in large measure, to the fact that among the thirty-five nations represented was the United States. The reforms suggested by this meeting enabled many states to adopt new guiding principles in their financial policies. One of these plans, called the Ter Meulen scheme, after its author, deals with the granting of international credits to states and their nationals, who need them to pay for essential imports. While subsequent conditions interfered with the application of this plan, its soundness has been generally acknowledged, and at the time this is written bankers and business men all over the world are looking to Genoa for the means of putting its principles into effect.

The Ter Meulen scheme supplied the basis of a league plan for the financial reconstruction of Austria. Austria has agreed to carry out the fundamental reforms thus recommended; in fact, has already begun to do so. The success of the league's scheme entirely depends, however, upon the willingness of the various governments to postpone for twenty years their liens on Austria. To this postponement all, with only two or three provisional exceptions, have agreed; but since Austria's most important creditor, the United States, has thus far failed to answer the league's request, the scheme cannot be put into final execution. In a recent report on this situation the league secretariat says: "This sincere endeavor to restore order in that part of Europe which, from a financial point of view is most seriously affected, may perhaps herald a general improvement in central Europe and provide an example to be followed in other parts of Europe and throughout the world."

Finally, under the head of economic work, the league has dealt efficiently with the problem of communications and transit. One of the greatest obstacles to the resumption of international commerce after the war was the various political and territorial changes resulting from the peace treaties. Quick transportation, the life of trade, was made impossible by a multitude of conflicting laws and regulations and bothersome formalities. The Barcelona conference cleared the physical channels of international business, guaranteeing complete liberty of transit and laying down the principle of liberty of navigation with equal treatment for all flags and no special customs, duties or taxes.

In its humanitarian labors the league has achieved results as satisfactory as and perhaps even more definite than in any other field. Through the efforts of its epidemic commission the spread of typhus has been checked, although the disease still rages in Russia and Poland, and the health situation in these countries will be one of the most important subjects discussed at the coming session of the council. In its attempt to control the illicit trade in opium the league's commission has been handicapped by the lack of American co-operation; nevertheless, the commission has formulated a plan which the council is about to consider. A meeting of the commission, held during the last week of April, brought out the most complete figures on the opium problem that have ever been available. All this preliminary work looks toward the general ratification by all nations, both inside and outside the league, of an international opium convention.

A conference of thirty nations held in Geneva a year ago, drew up a new convention for the supression of the international white slave traffic, which already has been signed by twenty-six countries.

Under the direction of Dr. Nansen, the Norwegian explorer, almost 400,000 prisoners of war detained in Eastern Europe and Asia after the war have been restored to their homes. In this important work the United States was able to help unofficially through the American Red Cross. Dr. Nansen, under a League commission, is now working to ameliorate the pitiable plight of some 800,000 Russian refugees who were driven by war conditions into neighboring states, and to help thousands of Armenian women and children dragged into captivity in Turkish harems.

This necessarily is only a rough outline of what the League of Nations has achieved. Many of these performances are but the first steps toward objectives still far distant. The league is learning not by theorising but by doing. It is open to improvements, but even in its probationary and experimental period it has been able to solve several serious disputes any one of which might have caused war, and it has tested and proved the value of its machinery for solving other disputes as they may arise. It has begun the creation of new standards of international law; it has relieved a vast amount of human suffering; it has demonstrated that nations representing the greater part of the world's population can co-operate. It has justified the belief of its founders that the human race has developed to a stage where it is sincerely anxious to settle its differences by peaceful conference instead of by war.

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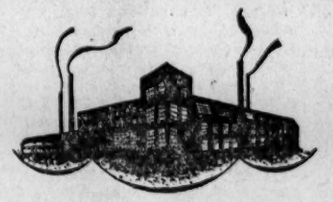

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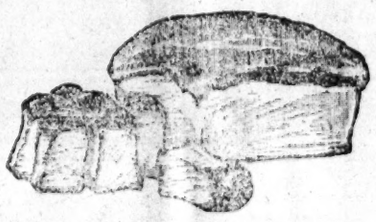

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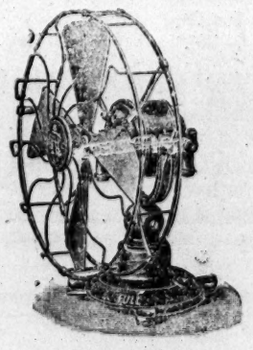

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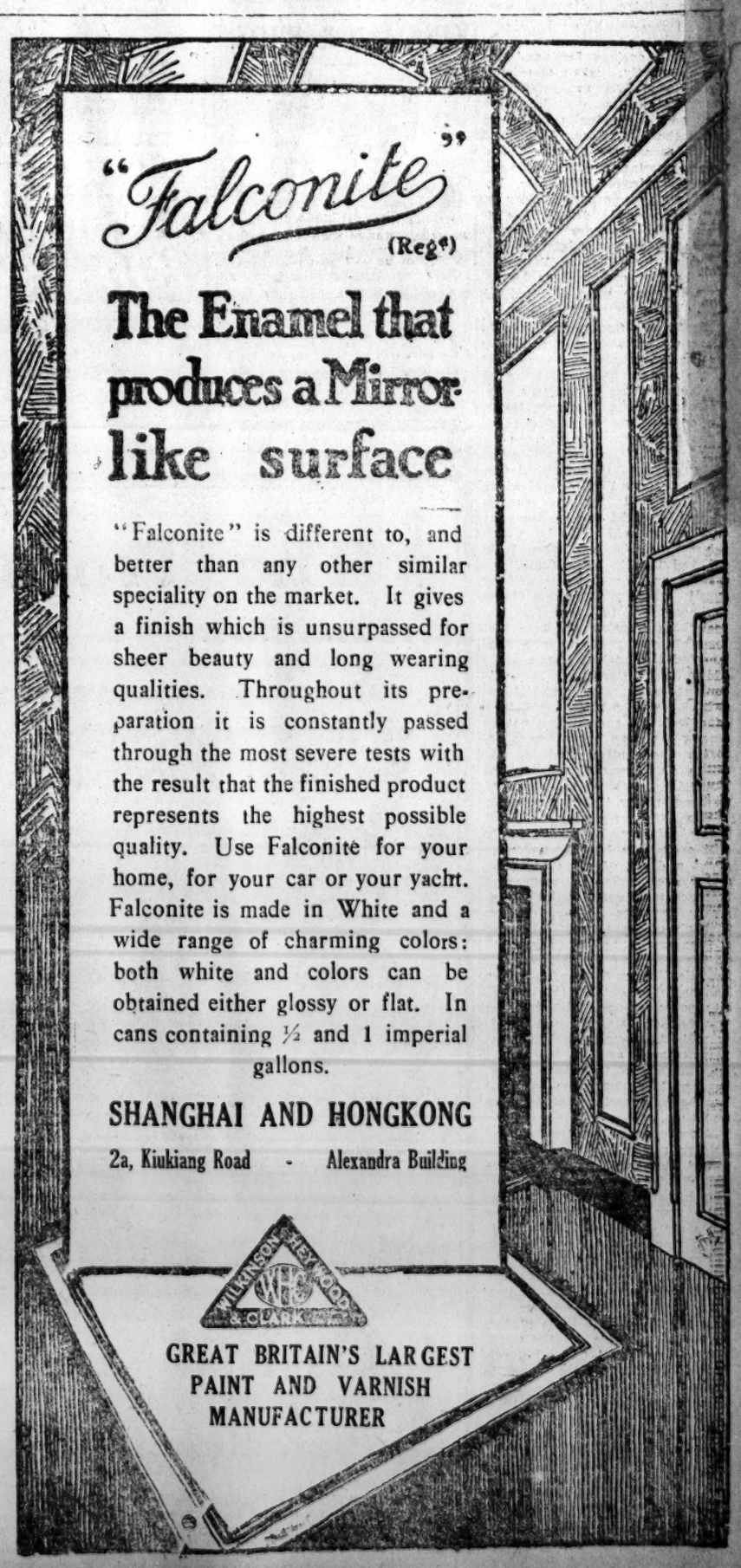

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British Explorers Seek Knowledge Of Philistines

Archaeologists Now In Jerusalem On Quest After Facts

Perhaps we presently shall clear away the mystery of the Philistines. That they were "outsiders," dissenters—that they objected to the fads and affectations as well as most other characteristics of civilisations, tried to be frank and honest and leaned over backward till they were insincere and crooked, is the modern conception of them.

Professor Garstang, the noted British archaeologist, has arrived in Jerusalem with a party, equipments and funds deemed to be sufficient for the completion of investigation of this one of the puzzles of the past. He is going to find out about the "Philistines." Nothing more interesting in the way of archaeological explorations has been attempted of late years.

The effort is financed by the British Palestine restoration fund, which evidently does not lack subscribers, even in these days of scarce money and high taxation. England is willing to finance more psychical research to find out about the future, and more historical research to find out about the past, than any other country in the world, despite hard times.

It is hoped that the work which now is to be done by Professor Garstang and his associates will bring to a climax all that has been done in the past. The explorations are felt to be upon the brink of very important discoveries. For two years the explorers have been busy with delving into the buried cities of Ascalon and Gaze, and one of the reasons for Professor Garstang's recent visit to his British home was to place in the hands of the printers his reports upon all discoveries which were thus made.

It is a curious fact, and one which usually, when mentioned by the erudite, causes surprise among the less well informed that so little actually is known about the Philistines. In general their race name has become a word denoting a man or woman somewhat beyond the pale, but Biblical and other history of them, presented descriptions of their racial characteristics, statements as to their origin are singularly inadequate. Yet obviously they exercised an important influence upon the politics and civilisation of their time.

Professor Garstang hopes to clear up some of the mysteries by careful study of the debris above and by the uncovering of the actual ruins of the two celebrated cities of ancient times. On or near the original sites of these great communities are a number of "tells," or artifically, although not necessarily intentionally, formed hills, gatherings of debris and ruins of successive cities built upon sites near to the two old cities in which interest principally centers. It is believed that in these "tells" an infinite number of relics will be found which will enable clever archaeologists to piece together something close to the race history of the peoples who constructed the ancient towns.

Professor Garstang never is content with mere material results. He tries to get at details of actual life and human nature among the dead races whose remains he studies and is not above an examination, even, of domestic relationships, romantic customs, minor living conditions.

The very ancient buildings which this expedition eventually will seek are buried under so great a depth of ruins of Greek and Roman buildings constructed at much later dates that the professor regards the digging through of these thick layers as too expensive to be undertaken at the moment. So this season's investigations will be of territory known to be outside the ancient city walls, where, although the treasures to be found undoubtedly will be fewer and their comparative value smaller, much may be done at not too great a cost, because less obstructive material has been superimposed by man and time.

Already vast collections of pottery remains have been obtained by shafts sunk into the old city of Ascalon and it is hoped that these outer investigations may reveal clews whereby the secrets still held by these relics may be read.

Common as the name of the Philistines is in ancient and Biblical history, it is not at present known where the race originated, or even if these people, in the true sense of the word, were a race at all. It is generally believed that their cradle rocked somewhere in the neighborhood of Cyprus, but this is not sure. It is known that they flourished in the days before Moses, but for a period of three thousand years all history of the Philistines is lost.

These investigations form one indication of the immense revival of interest in archaeological investigation which has come with the changed conditions resulting from the war. Palestine under Christian government will give up many secrets which it was impossible to get at in the days of Moslem rule. Within a few months eight separate expeditions will be at work there delving for the keys to early human mysteries.

The French are now at work in Jericho and are sinking veritable mines under the ancient city, with many finds already made of valuable and significant relics of past civilisations. A Jewish society is making excavations at Tiberias, confining itself principally to such work as will clear up some of the mysteries of the Talmudic period. The Roman Catholic Franciscan order is working with intelligence and energy among the ruins of Capernaeum.

American explorations are being conducted at Beisan, Smarai and Megiddo. Another American group, under the direction of Dr. Fisher, has funds amounting to almost $75,000 a year and is prepared, according to the statements of Dr. Garstang, to continue its efforts on this scale for the next twenty years.

What's The Matter With Harley Street?

Long-Standing Medical Debate Now Stirs All Of London

London—"What's the matter with Harley Street?" is a question which, long debated in British medical circles, has now slopped over into the correspondence columns of the London press. The world-famous London street of doctors is in a bad way. Its rooms echo to the complaints of consultants that they are gradually becoming empty. Every day in every way, as Monsieur Coue is made to say in the jingle to which his cult is reduced here, patients are getting fewer and fewer. Harley Street, which has delivered so many sentences of death, itself, appears to be in a decline.

The most obvious explanation of the crisis is that consulting physicians and surgeons charge too high fees. It is declared that the present fees are higher than the conditions warrant; that, while the expenses of a Harley Street practice are admittedly great, they are less than they were two years ago. Fees, on the contrary, have remained stationary while money is now very much tighter than it was, and the public cannot afford to pay them.

But at the same time it is suggested that the trouble really goes deeper than this. "The crisis in Harley Street," says the medical correspondent of a leading English paper, "is temporary in so far as it has been occasioned by financial difficulties. But those who understand the gradual evolution of medical thought perceive under the temporary crisis a more permanent movement. The permanent threat to Harley Street can be summed up in a sentence—wide diffusion of medical and surgical knowledge." To some extent, the correspondent points out, the war is responsible for this, for in the war hundreds of young men became efficient surgeons and capable physicians. On return to general practice they carried on the work they had begun. "There can be no reasonable doubt," the correspondent concludes boldly, "that the future of medicine belongs to the general practitioner."

This statement, as might be expected, has put the fat in the fire, and Harley Street in serried ranks advances to justify its existence. On the question of fees, one consulting surgeon pleads in defense that a hospital surgeon in London will often work for six hours a day for no financial reward, and since his expenses are very high—the cost of living in Harley Street is reckoned at a minimum of $20,000 a year—his fees also must be high. "In spite of this," he adds, "every hospital surgeon is willing to accept a reduced fee if he knows that the patient can afford but little." This latter claim is borne out by W. Bramwell Booth, head of the Salvation Army, who says that consultants of both branches always receive his officers with the greatest consideration in the matter of payment, and by the rector of the parish in which Harley Street is situated.

This consultant raises one important aspect of the question when he says that types of surgeons are insufficiently differentiated in England. There is nothing here comparable with the American system whereby a fellowship degree is only granted to those who, in addition to passing an examination, can present full notes of a large series of their own cases and are attached to a leading hospital. Here after three to six months' coaching any medical man can obtain a Fellowship of the Royal College of Surgeons, and then it is open to him to stick up his plate—and his fees—as a consultant.

The case for the specialists—the men who, by dint of years of hard work, have made themselves masters of special branches of their difficult art—is in many respects a sound and unanswerable one. Just the same, it is hard to see how the consultant, as he has been known in England hitherto, can maintain his position. It is not only a question of his own fees, which, while they may be economically defensible, are still beyond the reach of the majority of purses today.

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Head Office:
60 WALL STREET, NEW YORK
London Office: 36 Bishopsgate, E. C.
Lyons Office: 27 Place Tolozan.

San Francisco Office:
232 MONTGOMERY STREET.

BRANCHES:

CHINA
Shanghai
Peking
Tientsin
Hankow
Harbin
Hongkong
Canton

INDIA
Bombay
Calcutta
Rangoon

JAPAN
Yokohama
Kobe

JAVA
Batavia
Soerabaya

PHILIPPINES
Manila
Cebu

SPAIN
Barcelona
Madrid

STRAITS
Singapore

DOMINICA
Santo Domingo
Sanchez
San Francisco
San Pedro
Santiago
Puerto Plata
Barahona
La Vega

PANAMA
Panama
Colon

We are also able to offer our Customers the services of the Branches of the National City Bank of New York in the principal countries of South America, Central America and in the West Indies.

Commercial and Travellers' Letters of Credit, Bills of Exchange and Cable Transfers bought and sold. Current Accounts opened and Fixed Deposits in local and foreign currencies taken at rates that may be ascertained on application to the Bank.

H. C. GULLAND, Manager.
1A Kiukiang Road, Shanghai.

The Bank of China

(Specially authorised by Presidential Mandate of 15th April, 1915)

Authorised Capital	$60,000,000.00
Paid-up Capital	$12,279,800.00
Reserve Fund	$2,443,700.00
Special Reserve Fund	$3,534,600.00

HEAD OFFICE: PEKING.
Branches and Agencies:

Peking	Taiyuan	Shanghai
Tientsin	Kaifeng	Hankow
Chanchun	Wuhu	Ichang
Antung	Anking	Changsha
Dalny	Hangchow	Nanchang
Moukden	Ningpo	Kiukiang
Newchwang	Nanking	Foochow
Harbin	Chinkiang	Amoy
Kirin	Hsuchow	Canton
Tsinan	Soochow	Hongkong
Chefoo	Wusieh	Swatow
Tsingtau	Yangchow	Chungking

Foreign Correspondents:
London, Paris, Berlin, New York, San Francisco, Tokio, Osaka and Yokohama.

SHANGHAI BRANCH,
3 HANKOW ROAD.
Loans granted on approved Securities. Local Bills discounted. Interest allowed on Current Accounts and Fixed Deposits in Taels or Dollars according to arrangement.

SUNG HAN-CHANG.
Manager.

Kincheng Banking Corporation

金城銀行

Sanctioned by Ministry of Finance and registered in Ministry of Agriculture and Commerce in accordance with Banking and Company Laws.

Authorised Capital	$5,000,000
Paid-up Capital —.—	$ 5,000,000
Reserve Fund	$ 600,000

Head Office: Tientsin
Branches and Sub-Branches: Peking, Tientsin, Shanghai, Hankow, Nanking and Peng-pu.
Correspondents in all important places of the world.
President: Chow Tso Ming.
Manager, Shanghai Branch: S. Y. Tien.
Sub-Manager, Shanghai Branch: C. C. Woo.
Every description of Banking Business transacted.
Savings Accounts kept in Tientsin and Shanghai Offices.
Cable Address, "Kincheng"
Shanghai
Tel. Nos.
General Office: C. [illegible]
Manager's Office: 1213
Cashier Dept. S. [illegible]

Nederlandsche Handel Maatschappy

(NETHERLANDS TRADING SOCITY)
Established 1824.

Paid-up-Capital: Guilders 80,000,000 (about £6,666,666)
Reserve Funds: Guilders 18,979,250 (about £1,581,604)
Special Reserve: Guilders 22,668,000 (about £1,888,333)

Head Office: AMSTERDAM.
Head Agency: BATAVIA
Agencies in Holland:
THE HAGUE and ROTTERDAM

Branches

Bandjermasin	Pekalongen
Bandoeng	Palembang
Bombay	Penang
Calcutta	Pontianak
Cheribon	Rangoon
Djember	Semarang
Djokjakarta	Singapore
HongKong	Soerabaya
Kobe	Soerakarta
Kota-Radja	Tebing-Tinggi
Langsa	Tegal
Makassar	Telok Betong
Medan	Tjilatjap
Padang	Weltevreden

London Bankers
National Provincial and Union Bank of England, Ltd.

Correspondents at the principal places in Europe, Asia, Australia and North America.

The Bank buys, sells and receives for collection bills of exchange, issues letters of credit on its branches and correspondents and transacts banking business of every description.

SHANGHAI INTEREST ALLOWED on current tael accounts and fixed deposits, according to arrangement.

M. J. HERBSCHLEB,
Agent.

中南銀行 The Bank of East Asia, Ltd.

SHANGHAI BRANCH
No. 10 Kiukiang Road.

Authorized Capital ..	$10,000,000.00
Paid up Capital	$ 5,000,000.00
Reserved Fund	$200,000.00

HEAD OFFICE: Hongkong.
BRANCHES: Canton, Saigon.
LONDON BANKERS: London Joint City and Midland Bank.
Correspondents in all principal cities of the world. All kinds of banking business transacted.
Interest allowed on current deposits and fixed deposits.
Loans granted on approved securities.

R. CHENG,
Manager.

The Chekiang Industrial Bank, Ltd.

Established 1908

Capital	$2,000,000.00
Reserve Fund	$206,400.00
Undivided Profits ..	$120,751.00

Head Office and Branches:
Hangchow, Shanghai, Haimon, Hankow and Lanchi.
Domestic Agencies:
Throughout CHINA'S principal Cities.
Foreign Correspondents:
London, Paris, Rotterdam, New York, Chicago, San Francisco, Hamburg, Berlin, Tokyo, Koke, Yokohama, Osaka, Hakodate, Seoul, Fusan and Hongkong.

Interest allowed on Current Accounts and fixed Depisits according to arrangements.
Saving Accounts at 4% compound interest.
Every description of Banking and Exchange transacted.

LI MING, Manager.
SHANGHAI BRANCH,
14 Hankow Road.
Tel. C. 7130, Manager's Office, C. 7121, 7122, 7123 and 7124, General Office.
Cable Address:
"CHINDUBANK" Shanghai

Banque De L'Indo-Chine

	Francs.
Subscribed Capital	72,000,000.00
Paid-up Capital	68,400,000.00
Reserve Fund (1|6|20)	69,500,000.00

Head Office:
No. 96 Boulevard Hanoomann. Paris.

Branches and Agencies

Saigon	Pnom-Penh	Battambang
Haiphong	Hanoi	Tourane
Peking	Hankow	Tientsin
Hongkong	Canton	Mengtse
Singapore	Pondichery	Bangkok
Papeete	Shanghai	Noumea
	Dibouti	Yunnanfu

London Bankers:
The National Provincial and Union Bank of England, Ltd.
Comptoir National d'Escompte de Paris—Credit Lyonnais

The Shanghai Agency undertakes all Banking and Exchange operations; grants credits on goods and approved securities; opens current and fixed deposit accounts in taels and francs according to arrangement.

E. ERDMAN, Manager.

Chung Foo Union Bank

(Established in 1917)
Statutes approved by the Government in 1916
Head Office: TIENTSIN

Subscribed Capital	$2,000,000.00
Paid-Up Capital	$1,500,000.00
Reserve Fund	$ 180,000.00

Managing Director: T. Clarence Sun
Deputy Managing Director: Nieh Chi-wei

Branches and Agencies in Domestic Cities and Foreign Countries:

Tientsin	Cainkiang	Ichang	Yokohama
Shanghai	Soochow	Changsha	Chicago
Peking	Wusieh	Shasi	Philadelphia
Hankow	Hsuchow	Wuhu	Seattle
Nanking	Ningpo	London	Baltimore
Yangchow	Shaoshing	New York	Cleveland
Hangchow	Canton	San Francisco	Detroit
Pengpu	Hongkong	Boston	Buffalo
Changchun	Chengteh	Tokio	Pittsburgh
Antung	Chengchow	Osaka	Montreal
Kiukiang	Tsinkiangpu	Kobe	St. Louis
		Cincinnati	

And also in other principal cities in foreign countries.

Shanghai Branch:

8 441 Ningpo Road.

Every description of Banking and Exchange business transacted. Interest allowed on Current Accounts and Fixed Deposits in taels, dollars, and other currencies according to arrangement.

Credits granted on approved securities.

Y. B. Sun, Manager,
T. D. Zau, Sub-Manager.

The Shanghai Commercial & Savings Bank, Ltd.

Head Office: 9 Ningpo Road

Capital	$3,500,000.00
Reserve	$400,000.00

Every description of modern banking and exchange business transacted—Personal, National & International.

Branches and Agencies:
in principal cities throughout China

Foreign Correspondents:

London	New York	Yokohama
Paris	Chicago	Tokyo
Marseilles	Seattle	Osaka
Amsterdam	San Francisco	Manila
Berlin	Singapore	

Cable Address: "COMSAVBANK"

K. P. CHEN,
General Manager.

中南銀行 CHINA & SOUTH SEA BANK, LTD.

Authorized Capital: $20,000,000
Paid-up $5,000,000

'4 Hankow Road, Shanghai.

Every kind of banking business transacted. Agents and correspondents all over the world.

Telegraphic Address: Chinasosea
Tel. Nos. Managing Director: C, 6121 Foreign Exchange: C, 3099

Y. Hou,
Managing Director.

FAR EASTERN BANK

Capital Authorized Lit. 50,000,000
Capital Paid Up Lit. 12,500,000

HEAD OFFICE:
36 Kiangse Road, Shanghai.

BANKERS:
ENGLAND: London Joint City & Midland Bank, Ltd.
FRANCE: Banco di Roma.
ITALY: Banco di Roma,
Banca d'America e d'Italia.
GERMANY: Deutsche Bank, Hamburg.
SWITZERLAND: Schweizerische Kreditanstalt.
U.S.A.: East River National Bank, New York, Bank of Italy, San Francisco.
JAPAN: The Dai Ichi Ginko Limited.

BRANCHES:
Canton-Tientsin-Tsingtao-Nanking.

Interest allowed on current accounts, savings accounts and fixed deposits in all currencies according to arrangement.
Local bills discounted. Cable transfers bought and sold.
Drafts issued and telegraphic transfers effected all over the world.
SPECIAL FACILITIES for Italian business and Exchange, for Gold exchange and for Chinese Stock Exchange transactions.

Viscount E. M. di VILLA,
Mr. W. S. T. NIEN,
Managing Directors.

Private Exchange to all Departments:
Central 7494 and 7495.

Hotel Arrivals

PALACE HOTEL
Miss Hylda Wilson.
Mr. G. Foster.
Mr. S. Uyenaka.
Capt. Taylor.
Mr. H. B. Wilson.
Miss Haweett.
Dr. and Mrs. E. G. Brackett.

KALEE HOTEL
Mr. and Mrs. Koveisha.
Mr. N. Kassianoff.
Miss Laventieff.
Mr. J. Kassianoff.
Dr. and Mrs. E. S. Hicks.
Mr. Schwender.
Mr. D. Coupel.
Mr. W. H. Whitehouse.
Mr. W. Divens.

ASTOR HOUSE HOTEL
Mr. E. W. Young.
Mr. G. Clerico.
Mr. E. A. Gross.
Mr. R. F. Warner.
Mr. C. R. Morse.
Mr. Edmond.
Mr. Hall.
Messrs. Reed and Girvin.
Messrs. Knowles and MacMohon.
Messrs. McHenry and King.
Messrs. Cartert and Wright.
Mr. Bill.
Messrs. Taylor and Walcott.
Mr. W. E. Drake.
Messrs. Wooley and Cornell.
Messrs. Mitchill and Bowen.
Messrs. Turner and Armstrong.
Mr. C. F. Diddle.
Mr. E. C. Templeton.
Mr. C. Kadono.
Messrs. Gray Davidson.
Messrs. and Groff.
Mr. H. C. Steiner.
Mr. F. W. Doggett.
Mr. J. M. Nikkles.
Mr. S. F. Brooks.
Mr. F. A. Cox.
Mr. C. F. Morlich.
Mr. G. W. Allen.

Commercial Bank of China

Head Office: SHANGHAI

	Sh. Tls.
Subscribed Capital ...	5,000,000
Paid-Up Capital	2,500,000

Advances made on approved securities. Bills discounted.
Interest allowed on Current Accounts at 2 per cent per annum on daily balance. On Fixed deposits:—
For 3 months at 3% per annum.
For 6 months at 4% per annum.
For 12 months at 5% per annum.
On deposits in Dollars according to arrangement.

H. C. MARSHALL,
Chief Manager.

THE SHANGHAI INDUSTRIAL BANKING CORPORATION

HEAD OFFICE: SHANGHAI
Branch: 17 & 18 Kiukiang Road.

Capital	$1,000,000
Paid-up	$ 750,000
Fixed Deposit Capital ..	$ 500,000

Domestic Agencies
In principal commercial centres in China.
Foreign Correspondence
In all important places of the world.
General Banking, Business of every description transacted.
Interest allowed on Current Accounts and Fixed Deposits according to arrangements.
Savings Accounts at 5% compound interest.
Special Savings Accounts for Laborers.
ROBERT LEE, General Manager.
K. L. SUNG, Manager.
S. Y. FONG, Sub-Manager.
Cable Address: "BANKSIBOO"
Tel. C. 6401, Manager's Office.
C. 6415, Foreign Dept.
C. 6414, General Office.

SINO-ITALIAN BANK

Aut. Cap. Silver Dollars,		4,500,000
Aut. Cap. Gold It. Lire		10,000,000
Paid up Capital ..	Silver	$1,200,000
Paid up Cap. Gold It. Lire		4,000,000
Reserves	Silver	$100,000

HEAD OFFICE: Shanghai.
Branches:
Hankow, Peking, Tientsin.
Bankers:
Italy: Credito Italiano.
England: Credito Italiano, National Provincial and Union Bank of England, Ld.
France: Banque Francaise et Italienne pour l'Amerique du Sud, Comptoir National d'Escompte de Paris.
United States: Credito Italiano, Equitable Trust Company.
Canada: Canadian Bank of Commerce.
South America: Banca Italo Belga.
Switzerland: Banca Unione di Credito.
Banque Commerciale de Bale
Banca Unione de Credito.
Belgium—Credit General Liegeois.
Current, fixed and savings accounts carried in Taels, Dollars, Sterling, U. S. Gold, Italian Litre, Francs and other currencies. Terms on application.
General banking business transacted. Special facilities for Italian exchange.
Telegraphic Address: SINIT
SHANGHAI, No. 16 Kiukiang Rd
Tel. Offices: Central 6090 & 6091.
Manager's Office: Central 6094.

C. MARMONT,
CHIN YU SHU,
Central Managers.

Tokio To Launch Retrenchment Plans

(China Press Service).

Tokio, June 22.—Apropos of the financial policy of Japan, Mr. Ichiki, Minister of Finance, today made the following statement:—

"As a sequel to the Great War, the finance of the Japanese Government of today has suddenly expanded and is not yet able to free itself from its critical condition. It is therefore imperative that the Government retrench its finances to recover its stability, strengthen the foundation of its finances and to effect the security and elevation of the life of the people.

"To this end, it is necessary first to adjust the costs of administration to the cash in hand and in consequence the Government plans to form the Budget for the next fiscal year with a view to retrenchment. In view of the present economic condition, the Government has decided to refrain from floating public loans as much as possible.

"With regard to the regulation of prices of commodities, the Government contemplate devising proper ways and means. Indeed, the Government seeks to avoid such radical measures as would nullify the plan for the readjustment of prices but aims at a gradual and moderate change with the object of producing conditions that will aid in the adjustment and regulation of prices of commodities."

Passengers Arrived

Per C.N. s.s. Poyang from Hankow: Mr. and Mrs. Knight, Messrs. Daniel, W. S. Ellis, Mrs. W. J. Watt, Lieut. I. J. Palmer.

Per C.M. s.s. Hsin Kiangteen from Ningpo: Mr. H. C. Chamberlin, Miss H. N. Smith, Messrs. E. K. Seyer, J. E. Shoemaker, J. Hara, Dr. B. Smith.

Per China Mail s.s. China from San Francisco: Capt. G. W. Ellis, Messrs Kong N. Cho, K. T. Chu, T. Y. Ken, Charles Lee, Paul Lu, Alfred Mirovitch, A. L. Troy, T. C. Ctsong, K. C. Wu Y. L. Yang, Z. K. Yang, Z. K. Zia; through for Hongkong: Miss M. H. Arnold, Mr and Mrs. F. H. Buck, Messrs. M. C. [illegible], Fung Jew-quong C. C. Lu, Y. C. Wong, K. H. Wo[illegible] Mr. and Mrs. Y. M. Hans[illegible] Mr. and Mrs. Lee Yew-fun, Mr. and Mrs. L. B. Mershon, Mr. and Mrs. A. M. G. Vermaas.

Financial And Commercial News

BENJAMIN AND POTTS SHARE LIST

Yesterday's Close

Stock	Closing Quotations
Banks	
H.K. and S. B.	$800 B.
Chartered	£17¼
Russo-Asiatic	Rs. 250
Marine Insurance	
Canton	H.$436 B.
North China	Tls. 144
Union of Canton.	H.200 B.
Yangtsze	H.$21 B.
Far Eastern Ins.	Tls. 21¼
Fire Insurance	
China Fire	H.$115½ B.
Hongkong Fire	H.$380 B.
Shipping	
Indo-China Def	H.$267½
Indo-China Pref.	H.$35½ B.
"Shell"	95/0
Shanghai Tug ord	Tls. 55 B.
S'hai Tug Pref.	Tls. 40 B.
Mining	
Kaiping	Tls. 22¾
Oriental Cons	13/-
Ranh	H.$1 B.
Docks	
Hongkong Dock.	H.$130½
Shanghai Dock	Tls. 115
New Eng. Works.	Tls. 7 B.
" Pref.	Tls. 4½ B.
Wharves	
Shanghai Wharf	Tls. 145 B
Hongkong Wharf	H.123½ B.
Lands and Hotels	
S'hai Hotel, Ltd.	$50
China Realty ord.	Tls. 50
China Realty Pref	Tls. 50
A.-French Land.	Tls. 92
Shanghai Land	Tls. 91½ B.
Weihaiwei Land	Tls. 5½
Cotton Mills	
E-wo (ord.)	Tls. 13¾ B.
E-wo (pref.)	Tls. 104
Laou-kung-mow	Tls. 23
Oriental	Tls. 7 B.
Shanghai Cotton	Tls. 132 B.
Industrials	
Butler Tiles	Tls. 25
China Sugar	H.$135 S.
Green Island	H.$20.00 B.
Langkats	Tls. 10.35
Major Bros.	Tls. 5
S'hai Sumatra	Tls. 50 B.
Stores	
Hall and Holtz	$4 B.
Llewelyn	$42½
Lane Crawford	$92 B.
Moutrie	$45
Watson	H.$9½
Weeks	$10 B.
Rubbers (Local)	Tls. 2½
Alma	Tls. 0.10
Amherst	Tls. 3.40 B.
Anglo-Java	Tls. 1
Anglo-Dutch	Tls. 11½
Ayer Tawah	Tls. 0.32½
Batu Anam 1918	Tls. 0.32½
Bute	Tls. 1
Bukit Toh Alang.	Tls. 0.30 B.
Chemor United	Tls. 2
Chenpedak	Tls. 1
Chong	Tls. 0.95 S.
Consolidated	Tls. 0.80
Dominion	Tls. 4½
Gula Kalumpong.	Tls. 6
Java Consolidated	Tls. 8
Kapayang	Tls. 8
Karan	Tls. 1
Kedah	Tls. 0.60
Kota Bahroe	Tls. 5
Kroewoek Java	Tls. 8
Padang	Tls. 1
Pengkalan Durian	Tls. 0.50
Permata	Tls. 0.25
Tepah	Tls. 0.25
Samagagas	Tls. 50 cts.
Seekees	Tls. 0.67½
Semambu	Tls. 0.60
Senawang	Tls. 0.35
S'hai Klebang	Tls. 1
Shanghai Malay	Tls. 5
S'hai Malay pref.	Tls. 0.55
Shanghai Pahang.	Tls. 25 cts.
Sungala	Tls. 4¼
Sungei Duri	Tls. 1
Sua-Menggis	Tls. 0.40
S'hai Seremban	Tls. 0.15
Taiping	Tls. 0.25
Tanah Merah	Tls. 0.80
Tebong	Tls. 1.00
Ziangbee	
Miscellaneous	
C. I. & E. Lumber	Tls. 325
Cultv Dairy	Tls. 10¼ B.
Shanghai Trams.	Tls. 102 B.
Shanghai Gas	Tls. 26 B.
Horse Bazaar	Tls. 45
S'hai Mercury	Tls. 20 B.
S'hai Telephone	Tls. 81 S.
S'hai Water Works.	Tls. 130 B.

B. Sellers, Sa. Sales, B. Buyers.

Benjamin and Potts, 8 Jinkee Rd. Telephone No. Central 398

Stock Exchange

Transactions

TODAY'S QUOTATIONS

Shanghai, June 24, 1922

OFFICIAL BUSINESS

Oriental Cotton Tls. 7.50 Sept.

UNOFFICIAL BUSINESS

Shanghai Gas Tls. 26.00

New Eng. Tls. 7.65

Safe, Sure, Always Cures.

Do not suffer from cramp colic or pain in the stomach when Chamberlain's Colic and Diarrhoea Remedy goes to the right spot and gives immediate relief. You cannot afford to be without it if you are subject to attacks of this kind.

Sold everywhere

Money Exchange

Shanghai, June 24, 1922

Market 71.65

Native Interest 13

Mexican Dollars

Shanghai Gold Bars 978

Touch 296

Copper Cash 239.000

Bar Silver 35⅞

Bar London rate

Paris on London 51.75

New York on London ... 442

Banks Opening Selling Rates

London

Telegraphic Transfer 3s. 6½d.

Demand ..... 3s. 6¾d.

New York

Telegraphic Transfer 78

Demand 78¼

OPENING RATES

June 24, 1922

Bar Silver Spot ..35⅞—3/6⅜

Bar Silver Forward ...35⅞

Mex. Dollars 71.65

Native Interest 13

Hongkong and Shanghai Bank Opening quotations 9:30 a.m.

BANKS' SELLING RATES

London (T.T.) 3/6½

London (Demand) 3/6¾

London 4 m-s 3/7

India (T.T.) 270¾

France (T.T.) 920

America (T.T.) 78

Hongkong (T.T.) 73½

Japan (T.T.) 61¾

Batavia (T.T.) 208

Straits (T.T.) 66

BANKS BUYING RATE

London 4 m-s Credits.. 3/9

London 4 m-s Docts.. 3/9¼

London 6 m-s Credits.. 3/9½

London 6 m-s Docts ..

France 4 m-s 970

America 4 m-s L/c 82

Docs 82½

Gold Dollars: Bank Buying Rates

@ 79½ = Tls. 125.79

@ exch. 71.9 = Mex. $174.95

Sovereign: Bank buying rate

@ 3s. 7⅝d. = Tls. 5.53

@ exch. 7.19 = Mex. $7.69

CUSTOM HOUSE EXCHANGE RATES FOR JUNE

Hk. Tls. 5.10 @ 3s. 6¼d. £1

" 1.15 @ 77⅞ Gold $1

" 1 @ 861 Francs 9.59

" 1 @ — Marks —

" 1 @ 61⅜ Yen 1.82

" 1 @ 267⅝ Rupees 2.98

" 1 @ — Rouples —

" 1 @ 1.50 Mex. $1.50

" 1 @ 15.05 Ital. Lire 16.77

International Banking Corporation

CLOSING COUNTER RATES

Demand selling on America 78¼

Demand buying on America 79½

Demand selling on London 3s. 6⅝d.

Demand buying on London 3s. 7⅜d.

GOLD BAR QUOTATIONS

(Far Eastern Bank)

Time	Quotations	Bars.
Opening:		
9:00	296.00	
9:10	295.70	2240
9:40	296.00	2800
10:15	296.80	2765
10:40	297.00	3800
10:55	296.20	2550
11:20	296.90	2800
Closed at:		
12:00	296.00	1750

ROUBLE EXCHANGE

Bank's Buying Rates

Roubles 335,000 .....Tls. 100

Roubles 100 .....Mex. 0.04

SINO-ITALIAN BANK

Bank's Selling Rates

It. Lire 16.20 = 1 Tael

Swiss Frs. 4.10 = 1 Tael

Marks 250.00 = 1 Tael

Equivalent Foreign Quotations

It. Lire 92.90 = 1 Pound Sterling

It. Lire 21.20 = 1 U. S. Dollar

It. Lire 179.51 = 100 Fr. Francs

Exchange Fluctuations

Asia Banking Corporation

June 24, 1922

Spot and forward bar silver were each up ⅛d. in London yesterday. The New York price declined to 70¼ cents, and the London-New York cross rate to 440¼. The only changes in our official quotations here today were a drop in the Gold Dollar rate to 78, a rise in the Yen rate to 61¾ and in the Franc rate to 920.

Our market was steady today, particularly for Sterling, in which business was done at rates varying between 3-6¾ and 3-6⅞ for all deliveries up to August.

Gold Dollars were a shade easier than yesterday, business being done at rates varying between 78⅝ and 78⅞ for June, July and August.

There were sellers throughout most part of the morning, of Sterling at 3-6¾, and of Gold Dollars at 78⅝; and buyers of Sterling at 3-6⅞, and of Gold Dollars at 78-13-16.

There were a few Franc bills offering today, but in view of the drop in the Franc cross rate, banks were not willing to buy four months' sight bills at better than 955.

India and China bought silver in London yesterday, and the market there is reported as steady. New York reports the market as steady, with small sellers for spot delivery.

Chartered Stock And Produce Exchange Ltd.

Closing Quotation Of Transactions, yesterday

Shanghai, June 24, 1922

The Chinese Bonds for 10th Year 6%.

$37.90 June

$38.10 July

Nanyang Brothers' Tobacco Co.

$20.00 June

$20.30 July

Canton S. & P. Exchange.

$5.60 June

$6.00 July

Shanghai Flour Exchange.

$21.30 June

$22.00 July

China Cotton Standard of Tungchow.

Tls. 33.85 June

" 33.75 July

" 34.00 August

" 32.45 September

" 31.60 October

" 31.50 November

Local Yarn for Standard 16's Cloudy Stork.

Tls. 139.30 June

" 141.10 July

" 142.20 August

" 143.20 September

" 143.40 October

" 143.50 November

Shanghai Gold Bar 978

Tls. 296.00 August

The Small Investors' Co.

Shanghai, June 24, 1922

BUSINESS REPORTED

Culty Dairy Tls. 11.00

Telephones Tls. 81.00

Shanghai Lands Tls. 92.00

P.S.

This mark on fans, as on other electrical goods, stands for *Quality.*

F. 24

MOTOR TRUCKS ARE USEFUL

and when operated in conjunction with a fleet of lighters and tow boats they are still more useful.

WE HAVE SOME OF THE BIGGEST MOTOR TRUCKS IN TOWN and we operate a fleet of lighters and tow boats.

The combination, worked by men of experience and governed by a wish to give service, is excellent.

WE HAVE ESTABLISHED A NEW STANDARD IN THE TRANSPORTATION FIELD.

ALLOW US TO ILLUSTRATE.

G. N. Marshall & Co., Ltd.

11 Ningpo Road. Central: 2039 & 2036

Provision Prices In Local Markets

Prices quoted are in Mexican dollar cents at Hongkew Market compiled on June 20, 1922.

Butcher's Meat		
Beef	per lb.	15-22
Mutton	"	17-21
Pork	"	25-30
Veal	"	25-32
Fish		
Bream	per lb.	20-25
God	"	14-16
Mandarin	"	30-40
Mackerel	"	16-20
Pomfret	"	16-20
Salmon	"	20-25
Samli	"	25-30
Soles	"	14-16
Whitebait	"	none
Game, Poultry And Eggs		
Deer	each	none
Eggs	per doz.	20-25
Fowl	per lb.	28-30
Geese	each	60-80
Hare	"	none
Partridge	"	none
Pheasant	"	none
Pigeons	"	18-20
Plover	"	none
Quail	"	none
Snipe	"	14-16
Teal	"	none
Turkey	per lb.	40-45
Woodcock	each	none
Wild Duck	"	none
Duck	"	50-80
Wild Pigeon	"	none
Fruit		
Apricots	per lb.	10-12
Apples	"	40-45
Bananas	"	7-8
Chestnuts	"	none
Cherries	"	none
Cocoanuts	each	20-25
Figs	per doz.	none
Grapes	per lb.	none
Grape fruit	each	15-20
Lemons	each	7-8
Lichees	per lb.	20-25
Mangoes	each	none
Mangosteens	per doz.	none
Oranges	per lb.	35-40
Peaches	"	8-10
Pears	"	10-12
Persimmons	"	none
Peeboes	"	none
Plums	"	8-10
Pumeloes	each	20-25
Pineapples	"	none
Strawberries	per lb.	none
Walnuts	per lb.	none
Vegetables		
Artichokes	each	3-4
Asparagus	per doz.	20-30
Bamboo Shoots	per lb.	10-12
Beetroot	per bunch	2-3
Broad Beans	"	none
Cabbage	each	5-10
Carrots	per bunch	4-5
Cauliflower	each	none
Celery	per bunch	2-3
Cucumber	per lb.	3-4
Egg plant	per lb.	6-8
French Beans	"	5-6
Green Corn	each	3-4
Leeks	per bunch	3-5
Mushrooms	per lb.	$1.00-$1.20
Onions	"	2-3
Parsnips	per bunch	8-10
Peas	per lb.	15-18
Potatoes	per pic.	$2.00-2.50
Radishes	"	1-2
Spinach	per lb.	3-4
Tomatoes	"	12-15
Turnips	per bunch	2-3
Grain And Flour		
Flour American	50 lbs.	$4.75
Flour Shanghai	per 50 lbs.	$2.60
Bran	per 114 lbs.	$3.40
Barley	"	$4.40
Rice	per 200 lbs.	$12.80
Milk		
Chinese dairies	per bottle	$0.18
Foreign dairies	"	$0.23
Fuel		
Firewood	per 40 bundles	$1.00
Stove Coal	"	Tls. 17.50

The China Mutual Life Insurance Co., Ltd.

Registered in England and Hongkong.

A BRITISH COMPANY with a complete organisation throughout Asia, and Assets exceeding.

TAELS TEN MILLIONS

HEAD OFFICE

10 Canton Road. Shanghai.

Information For Mariners

SUNDAY, JUNE 25, 1922

High Water at Woosung Bar

(The night tides are higher than the day tides, they are about equal at 4 and 5 o'clock).

Approximate rise, at springs 4 1/4 h; at neaps, 3 h.

fall, at springs 8 1/4 h; at neaps, 7½ h.

Time	Range	Time	Range
		0h. 15m.	8ft. 10in.

High Water at Tungsha Lightship

(The night tides are higher than the day tides).

Approximate rise, 5 h; approximate fall, 7 h.

A.M.		P.M.	
H.	M.	H.	M.
11	19	11	40

Time of Moonrise, Moonset, Sunrise, Sunset

Moon Rises	Moon Sets	Sun Rises	Sun Sets	Daylight	Dark
5.1 a.m.	7.1 p.m.	4h. 58m.	7h. 6m.	4h. 13m.	7h. 51m.

Mean Barometric Pressure at Shanghai.

For June 29.73 in.

755.1 mm.

行業銀工

Head Office: HONGKONG. *Hankow Branch:* PANOFF BLDG

THE INDUSTRIAL & COMMERCIAL BANK, LTD.

51 KIANGSI ROAD.

Every description of banking transacted. Correspondents in China and abroad.

Telegraphic Address: "KONGSHAN."

Tel Nos. C. 3204 and 5816.

CHU KINHOW, Manager. Shanghai Branch

AMERICAN EXPRESS COMPANY

BANKING DEPARTMENT

Commercial and Exchange Banking

TRAVEL DEPARTMENT

Railway and Steamship Tickets

SHIPPING DEPARTMENT

Express and Freight Forwarding

8 and 8B KIUKIANG ROAD SHANGHAI

Offices in the Far East

HONGKONG, YOKOHAMA, PEKING, SYDNEY, CALCUTTA, MANILA, TIENTSIN, KOBE

HEAD OFFICE

65 Broadway-New York

EQUITABLE EASTERN BANKING CORPORATION

Capital ..... U. S. $2,000,000

Surplus and Undivided Profits ..... U. S. $800,000

Head Office: 37 Wall St., New York

Member American Bankers Association

Correspondents

The Equitable Trust Company of New York

New York-London-Paris

Mercantile Trust Co., San Francisco, Cal.

The Northwestern National Bank of Portland, Ore.

Citizens National Bank, Los Angeles, Cal.

大通銀行

Shanghai Branch

No. 1 KIUKIANG ROAD Telephones. C. 1164-*Manager* C. 2012-*General* C. 1140-*T. T. Dept.*

CURRENT AND FIXED DEPOSITS ACCEPTED

INTEREST RATES ON APPLICATION

TELEGRAPHIC TRANSFERS, DRAFTS BOUGHT AND SOLD

Jas. J. Rogers, Manager.

CAPITAL $4,000,000 SURPLUS $2,000,000

ASIA BANKING CORPORATION

an American Institution

HEAD OFFICE FOR THE FAR EAST

Kiuklang and Kiangse Roads

SHANGHAI

Current, Savings Accounts and Fixed Deposits in U. S. Gold, Sterling, Francs, Taels and Local Currency.

Drafts Bought, Sold and Entered for Collection.

Commercial and Travelers Letters of Credit.

Telegraphic Transfers to All Parts of The World.

Foreign Exchange Bought and Sold.

Credit and Commercial Information or Advice.

Through Our Correspondents in All Parts of The World we are qualified to render an International Banking Service that is Economical, Accurate and Prompt.

BRANCH OFFICES

PEKING, TIENTSIN, HANKOW, HONGKONG, CANTON, SINGAPORE, MANILA

SAN FRANCISCO

HEAD OFFICE IN THE UNITED STATES

85 BROADWAY, NEW YORK CITY

LACTOGEN

The NATURAL-MILK Food FOR YOUR BABY

Our Motherbook and Sample tin *FREE* on application to NESTLE & ANGLO-SWISS CONDENSED MILK CO. 8 Nanking Road.

FILL IN THIS COUPON

Lactogen Sample and motherbook for:

Mrs......

Address.....

(C P)

SHANGHAI WATCH & CLOCK Co.

71, Nanking Road.

We have in stock all descriptions of Clocks and Watches.

Genuine goods and moderate prices.

Cash Sale 20% discount

TELEPHONE C. 6196

Just Received

Great Variety

of

MANILA HATS

at

Very Low Prices

THE CATHAY LACE CO.,

19 Nanking Road, Shanghai.

MINERAL WATERS:

FONTE BRACCA VICHY CELESTINS

Sold by

Compagnia Italiana d'Estremo Oriente

COMPAGNIA ITALIANA CIDEO D'ESTREMO ORIENTE

Retail at VENTURI'S

A. 231 Szechuen Road

Tel. C. 858

"BEAR BRAND" STERILIZED

BERNESE ALPS MILK—

"The Richest of all Tinned Milks Tested"

says the committee on Infant and Invalid Diet of the Medical Missionary Association of China.

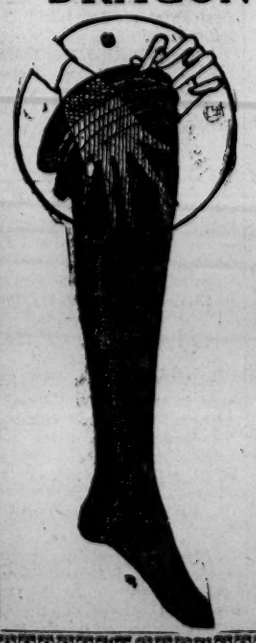
Sold by all Grocers

Sole Agents

ANDREWS & GEORGE

No. 62 Kiangse Road, Shanghai. Phone C. 454.

"DRAGON BRAND"



Pure Chinese Silk Hosiery with Back seams, Fancy Stripes and Embroidered lox Superior quality, Fast dyes, latest styles.

Sizes up to American Standard. We also make lisle hosiery and silk scarfs.

The Pioneer Knitting Mill

Wholesale Office, A61 Szechuen Road.

Retail by

Ching Tai Cheong

61 Szechuen Road (opp. to Ningpo Road).

Worth Looking Into
Pennsylvania Tyres and Honigsberg & Co. Tyre Service
H. S. Honigsberg & Co., Inc.
VULCANIZING REPAIRING

The China Press
申報大

ARE you having trouble with the engine in your motor truck?
Install GILL PISTON RINGS and the chances are your troubles will end.
THE CENTRAL GARAGE CO.
9 Hongkong Road Tel. C. 6007

SHANGHAI, SUNDAY, JUNE 25, 1922

Business and Official Notices

Hankow and Ports

The Hoong On S.S. Co's Steamer "Chang-On," Captain Warild, will leave from the Ningshao Wharf, Chinese Bund, Nantao, on Tuesday the 27th June, at about 12 o'clock (midnight) (Cabins fitted with electric fans). Passage Money, Shanghai to Hankow, $40 single and $60 return. For Freight or Passage apply to office of the Company, No. 1B Hankow Road. Telephones Freight 1520, Passage 3283.

49812

Just Received

Manila Straw and Hemp Hats for Ladies' and Children
M. $2.50—5.00 each
A. 158 Broadway (opposite Broadway Store).
Tel. N. 156.

49815

IMPORTANT NOTICE

Do you think that if you gave $2,000, $4,000 or $6,000 to your boy when he reaches the age of 18 for travelling or business he would be happy?

YES—Then, why not do this by investing in I.S.S. Premium Bonds?

International Savings Society
7 Avenue Edouard VII
SHANGHAI.

Ecole Municipale Francaise

La session d'Examens officiels pour le Certificat d'Etudes Primaires et pour le Brevet Elementaire s'ouvrira Lundi prochain 26 Juin à 8 heures du matin.

Les eleves qui desireraient se presenter sont pries de se faire inscrire a l'Ecole Municipale Francaise le plus tot possible.

49794

BUYERS' GUIDE

I am one of the money savers in the Republic of China.

Therefore, I went to the Sewing Machine Department of the LIENGYI MERCANTILE COMPANY at the cor. Szechuen and Soochow Roads.

I there obtained a suitable cabinet Sewing Machine for my wife.

It cost me Mexican $76.00 only and now I am very much pleased to become one of their RECOMMENDERS for all BUYERS in China.

Their Telephone is Central 839

Y. Z. S.

49675

FRESH BUTTER "DAISY" BRAND and "MEADOW" BRAND in one-lb. pats.

Fresh, Pure, and Delicious.

These brands of finest quality Fresh Butter are supplied daily to all leading Storekeepers.

OUTPORT ORDERS

Butter for outports (minimum 10 lbs.) is packed in pure machine made ice, free of charge. Orders may be sent to us direct.

Geddes & Co., Ltd.
5 Peking Road, Shanghai,
Tel. C. 346.

In the United States Court for China

In re Last Will and testament of ELSIE M. GARRETSON, *Deceased*

Cause No. 1780
Estate No. 437
NOTICE.

Pursuant to an order of said Court, notice is hereby given to all persons having claims against the estate of Elsie M. Garretson, deceased, to present the same with vouchers, to the undersigned, on or before December 18, 1922, and all persons owing debts to the said deceased are hereby required to make payment of the same in due course to the undersigned.

ARTHUR E. ST. CLAIR,
Executor,
American Board Mission.
Foochow, China, June 18, 1922.

49607

In the United States Court for China

In re Last Will and Testament of ELIZABETH ENDICOTT, *Deceased*

Cause No. 1726
Estate No. 430
NOTICE

Pursuant to an order of said Court, notice is hereby given to all persons having claims against the estate of Elizabeth Endicott, deceased, to present the same with vouchers, to the undersigned, on or before December 18, 1922, and all persons owing debts to the said deceased are hereby required to make payment of the same in due course to the undersigned.

MARY E. MacDONALD,
25 Kinnear Road,
Shanghai, China, June 18, 1922.

49524

In the United States Court for China

In re Estate of FRANK ANDREW McGRATH, *Deceased*

Cause No. 1778
Estate No. 436
NOTICE

Pursuant to an order of said Court, notice is hereby given to all persons having claims against the state of Frank Andrew McGrath, deceased, to present the same, with vouchers, to the undersigned, on or before December 18, 1922, and all persons owing debts to the said deceased are hereby required to make payment of the same in due course to the undersigned.

MARGARET E. McGRATH,
Administratrix,
17 Rue Chapsal.
Shanghai, China, June 18, 1922.

49576

In the United States Court for China

In re Estate of Stephen S. Derby *Deceased.*

Cause No. 1765
Estate No. 435
NOTICE

Pursuant to an order of said Court notice is hereby given to all persons having claims against the estate of Stephen S. Derby, deceased, to present the same, with vouchers, to the undersigned on or before December 4, 1922, and all persons owing debts to the said deceased are hereby required to make payment of the same in due course to the undersigned.

DAVID W. DESHLER,
Administrator,
18, Whiteaway-Laidlaw Building.
Shanghai, China.
June 4, 1922,

49165

In the United States Court for China

In re Estate of John J. Griffith *Deceased.*

Cause No. 1762
Estate No. 429
NOTICE

Pursuant to an order of said Court, Notice is hereby given to all persons having claims against the state of John J. Griffith, deceased, to present the same, with vouchers, to the undersigned on or before December 4th, 1922, and all persons owing debts to the said deceased are hereby required to make payment of the same in due course to the undersigned.

VICTOR HOFFMAN,
Administrator,
care of R. A. Curry,
11B Nanking Road,
Shanghai, China.
June 4, 1922,

49163

Jamaica Cigars

Just received a shipment comprising.

A Few Choice Grades

The quality is all that can be desired and a trial will convince you.

Garner, Quelch & Co.
Telephone C. 2021

OFFICES TO LET

IN THE GLEN LINE BUILDING
Corner of Peking Road and The Bund

For particulars apply to Messrs. ALGAR & CO., LD.,
11 Yuen Ming Yuen Road.

49758

NOTICE

The presence in the French Concession of wandering dogs constitutes, at this time of the year, a particularly grave danger. Many cases of hydrophobia have been notified.

In these circumstances special intructions have been given to the Police to organize, as from today, battues in which all ownerless dogs found in the streets of the Concession will be, if it is possible, taken and put in pound, or, if not, killed on the spot.

Residents in the French Concession, who will certainly appreciate the imperative necessity of this measure, are asked to take care that their dogs are not allowed out without muzzles.

They will also render a great service to the community if they will notify the Police or Sanitary Department of all cases of the death of suspected dogs occuring at their houses or in the neighbourhood.

(Signed) A. WILDEN,
Consul General de France.
17th June 1922.

49614

NOTICE

Notice is hereby given on behalf of Boun Tsing-zung (龐青城) that as from this date, the 19th June, 1922, the above named Boun Tsing-zung (龐青城) will not be responsible for any loans made to nor any goods sold on credit to Boun Heng-bing (龐衡冰) otherwise called Boun Jeuy 龐權) nor for any contract entered into by the said Boun Heng-bing (龐衡冰) unless any such loans or supply of goods of contracts are made or entered into with the written acknowledgement and consent of the said Boun Tsing-zung (龐青城).

WHITE-COOPER, MASTER & HARRIS,
Solicitors for Boun Tsing-zung
15th June, 1922. 49616

Chinese Government Railway

Shanghai-Nanking Line

Increase of Handling Charge for Baggage.

The Public are hereby notified that on and from 1st July, 1922, the handling charge for Baggage at all stations will be 2 cents per trip for each article.

By Order,
Traffic Manager.
49330

MA CHANG KEE

(Established 1870)

Dealer in all kinds of porcelain, brass and bamboo wares, curios, emeralds, jades, cornelians and gems of all sorts, etc.

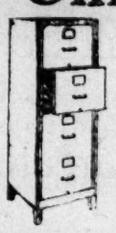
All goods sold by us are guaranteed, and articles found to be imitations can be returned within one year of purchase.

Address:
No. 76, Rue Brodie A Clarke,
French Concession, Shanghai.
Telephone Central 3157.

49398

We have been appointed
SOLE DISTRIBUTORS
for China for

GF Allsteel Office Furniture



STOCKS CARRIED

Let us quote you on your requirements

SPECIAL QUOTATIONS GIVEN FOR FACTORY ORDERS

Catalogues on request

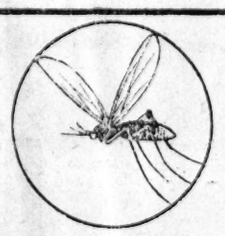
THE OFFICE APPLIANCE CO
Specialists in Office Equipment
22 NANKING ROAD, SHANGHAI

Tientsin American School.

The Preorganization Committee of the Tientsin American School is ready to receive applications in writing from any person desiring a position as teacher of the elementary grades. Full statement of qualifications and previous experience required. Applications should be addressed to Mrs. R. M. Hersey, 20 Recreation Road, Secretary for the Committee.

49776

"THREE STARS"
Anti-Mosquito Incense.



The best and only antidote to fever-spreading mosquitoes.

Manufacturers:

THE CHINA CHEMICAL WORKS
C. 444, Honan Road, Shanghai.
For sale at all leading Chemists & Druggists.

49506

S.S. WENATCHEE FROM NEW YORK AND SEATTLE

NOTICE TO CONSIGNEES

The following cargo ex s.s. WENATCHEE arrived Shanghai May 11, 1922, and is now stored at the China Merchants' Lower Wharf.

Marks & Nos.	No. of Packages	Description of Cargo.
(115) 170	1	1 Keg Merchandise.
130	(Shortlanded ex S.S. SATSUMA—2 OUT).	
A C M O		
5900 9569	1	1 Case Merchandise.
5900 9571/8	1	1 Case Merchandise.
5900 9580	1	1 Case Merchandise.
5900 8039 196	1	1 Case Merchandise.
(C S S)	1	1 Reel Merchandise.
China General Edison	1	1 Bbl Merchandise.
15 Robinson Road	1	1 Crate Merchandise.

Unless this cargo is imported by consignees within 10 days from Thursday, June 22nd, it will be sold at Public Auction to defray the cost of duty, storage and import charges.

The Admiral Line Agents

49727

NEWLY OPENED

GREAT CHEAP SALE FOR 3 WEEKS COMMENCING FROM WEDNESDAY, May 31st.

All kinds of Silks, Linen and Cotton goods. Swatow drawnwork, Embroideries, Cut-work and all sorts of laces. Beads, Ivory, Silver and Cloisonne novelties; etc.

CHINA HAND WORK Co.
8 Broadway (next to Cafe Federal).

49033

DR. Z. S. TORJEWSKY

DENTAL SURGEON

11, Peking Road Phone Central 207
(First Floor)

Newest methods of dental treatment and technical work.
OUTFIT AND MACHINERY AFTER THE LATEST INVENTIONS

29324

Business and Official Notices

Hong Yue Building

60 Kiangse Road

Office space will be available about the beginning of November, 1922. For particulars apply to W. W. 13 Museum Road or 55 Markham Road, where plans can be seen by appointment.

E. E. LEVER,
General Manager.
HONG YUE COTTON MILL,
Property Department.

49543

CARD

DR. M. S. MEHTA, M.D.
(Late clinical assistant Soho Hospital for Women, London).
Consultation: — 128A Szechuen Road opposite The Texas Petroleum Co.,

42664

Seto House

Room to let with board.
10 Seward Road.

Prof. I. K. SETO begs to announce the opening of his Turkish—Bath and Massage establishment, along with up-to-date restaurant serving Oriental and Foreign meals. All wants catered to.

Tiffin .... $1.00 Dinner $1.50

Phone North 3253.
Boarders wanted, bachelors only.

48965

Swedish Massage and Medical Baths

Special treatment for Rheumatism and General Debility. Face-Massage after latest modern methods. Treatments at the Establishment, Avenue Foch 243 (car. Route des Soeurs) or at the patients home.

Highest local medical references. Consult. hours 12-2.

49669 A. J. RINTALA.

FOOCHOW

The San Peh Co.'s Steamer "Ning Shin," Captain J. Augestad will leave from the Ningshao Wharf, Chinese Bund, Nantao, on Monday, the 26th June, at about 3 p.m. This Steamer has extra large cabins with all the conveniences of a mail Steamer, with observation saloons fore and aft. Excellent service and cuisine. Passage fare, Shanghai to Foochow, single $30 and return $48. For Freight or Passage, apply to the office of the Company, No. 1B Hankow Road. Telephones: Freight C. 1520, Passage C. 3283.

49739

3 Modern Houses to Rent

Avenue Joffre location south side of Residence No. 489 between Rue Pottier and Henri de Riviere.

Central location to Schools, Clubs, and Tramways in French Concession.

Each house contains 8 rooms with 3 baths, 5 servants rooms, closets, open fire-places, verandahs, garage, etc., Oak parquet floors.

Rent Tls. 150.00 per month.

Apply to
R. A. Curry, Architect
11-B Nanking Road.

49721

NOTICE

Lost a B-L of Yue Kon Godown No. 10054. Notice was duly given to the said Godown to that effect. Notices are inserted in Shun Pao and China Press to warn public not to deal with or negotiate the said B-L, the same being null and void.

49741 J 25

FOR SALE

About 8 mow of Land, water front on North Soochow Creek, near Thibet Road, suitable for factory, mill or godown. Owner will sacrifice at a bargain to responsible party. For particulars and terms, please apply to Box 662, THE CHINA PRESS.

49650 J. 25

Dr. Alexander Rosemberg, M. D.
University of Montpellier (France)
Office 33, Nanking Road.
Consultation hours, from 11 to p.m. and 4 to 6 p.m.
Tel. C. 2036.
Residence 22, Chaoufoong Road.
Tel. N. 737
and by appointment.

41844

Central Garage Wei Hai Wei Road Depot.

After extensive alterations the above Depot has been re-opened to care for the requirements of our Western District Clients.

Hire cars, Lock up storage, Gasoline, Oil, Tyres etc.

Phone West 1521, or C. 3809

49566

Shanghai Gas Company, Limited

REDUCTION IN PRICE OF GAS

Notice is hereby given that, subsequent to the meter readings taken during June, 1922, the price of gas to consumers throughout the Foreign and Native settlements will be as follows:

Lighting, Heating & Cooking	$2.25 per 1000 c. ft.	
Chinese Cookers	$2.15 per 1000 c. ft.	
Power & Industrial purposes	$2.15 per 1000 c. ft.	with discounts
Alleyway Lamps	$2.10 each per month.	

By order of the Board of Directors,
W. GATER,
Secretary.

49749

Trade Mark
PHONE N. 1036

SUMMER'S NECESSITY
BATH ROBES (for Gentlemen & Ladies.)
Various fashions, sizes, colours and qualities.
SEAN YOU ZOO & CO., LTD.
Y16A. N. Szechuen Rd. Tel. N. 1036 47818

OXYGEN AND ACETYLENE

PRICES GREATLY REDUCED

Apply to S. O. A. E. O.

RACINE & Co., Agents

49308

We are the
SOLE AGENTS
and
DISTRIBUTORS
for
"GERMKIL"
The Ideal Antiseptic and Disinfectant

Large Stocks Carried

Let us quote you on your requirements

Sample and Price List sent on request

The Jensen Trading Co.
130 Szechuen Road, Shanghai.
'Phone C. 7134.

47216

NOTICE

Dr. Med. Alex. Renner
Specialist in Women's and Internal Diseases
11B NANKING ROAD
Chinese-American Bank Building
Tel. C. 6980
Office Hours: 11-1, 4-6 and by special appointment
Residence: Kalee Hotel
Tel. C. 666

49149

FENG SHANG COAL

Found by analysis and operating tests to be the highest grade steam coal in the Far East, supplied by

Feng Shang Coal Mining Co.
H134 Yang Tsing Lee,
Nanzing Road.
Phones: North 1095 and 2486.

49145

Dr. I. KURAHARA, M. D.
(Formerly member of the Kitasato Institute of Tokio).
No. 21A Haining Road (near Victoria Theatre). Tel. N. 2379.
Skin, venereal and internal diseases, the treatment of X-Ray and Diathermy.
Bacteriological and Serumtherapy Laboratory now opened.
Blood tests by the genuine Wassermann's reaction.
Home consultations will be attended to in the evening.
Office hours: 8-12 a.m. and 2-4 p.m.

DR. GEORGE CHENLY, M.D.
Specialist in the treatment of any kind of Venereal Diseases and Piles. Piles can be cured within ten days without operation and pain (after one treatment by using the English new method of injection).
FOO WAI HOSPITAL
258 Nanking Road, Tel. C. 3719.
(near Chekiang Road).
CONSULTING HOURS:
7 to 9 a.m. and 5 to 8 p.m.

Dr. Guido Piazza, M.D.
GRAZ-PADOVA UNIVERSITIES
(late assistant to Prof. MATZENAUER).
SPECIALIST in internal, skin and venereal diseases. Surgery. Latest treatments of syphilis. Chemical and microscopical analysis. Consulting hours 10 a.m. to 12, 2 to 4 and 6 to 6.30 p.m., 3 Ezra Road, 4th floor, Telephone C. 6735.

45385

Dr. JAMES YUKING
Specialist in the treatment of Venereal Diseases and Piles.
73 Nanking Road
(Between Honan & Shantung Rds.

Piles guaranteed to be cured within ten days after one treatment without operation or pain. (Latest European methods of treatment.)
Office hours: 8-12 & 1-7 daily, or by appointment.
Tel. C. 2127.

Sailed from Shanghai

FOR SAN FRANCISCO
Shinonee ..... May 21
China Arrow ..... May 21
President Wilson ....May 30
Shinyo Maru .....June 2
Nanking .....June 2
West Prospect .....June 20
India Arrow .....June 23
President Lincoln ....June 24
FOR PORTLAND
Hohnawa .....May 31
FOR VANCOUVER
Emp. of Asia .....May 21
Stuart Dollar .....June 9
Emp. of Canada .....June 10
Empress of Russia ...June 18
Cal. Winner .....June 20
FOR SEATTLE
Silver State .....May 21
Ocean Prince .....May 27
Shinkoku Maru .....May 27
President Grant.. ...June 5
Iyo Maru .....June 17
President Jefferson ...June 18
FOR TACOMA
Africa Maru .....June 1
Alabama Maru .....June 21
FOR PORT TOWNSEND
Anne Comyn .....June 4
FOR RIO DE JANEIRO
Hawaii Maru .....May 21
FOR NEW YORK
Patrick Henry .....May 24
Alaska Maru .....May 24
Jadden .....May 30
Deucalion .....May 31
Magaret Dollar .....June 5
Grand Gaard .....June 4
Alcinous .....June 10
Kinghorn .....June 17
Kazumbe .....June 18
Docka .....June 21
Bowes Castle .....June 22
Eastern Knight .....June 23
FOR LONDON
Lycaon .....May 21
Suwa Maru .....May 21
Eubee .....May 28
Yangtsze .....June 15
FOR COPENHAGEN
Malaya .....June 11
FOR HAMBURG
Schlesian .....June 16
Ouderkerk .....June 23
FOR MARSEILLES
Angkor .....May 27
Angers .....June 8
Azay le Rideau .....June 24
FOR TRIESTE
Trieste .....May 29
Venetia .....June 15
FOR BOMBAY
Sicilia .....June 9
FOR CALCUTTA
Gregory Apcar .....May 30
Dongola .....May 30
Helenus .....May 31
Khyber .....June 2
Kandahar .....June 4
Fushimi Maru .....June 5
Carnarvonshire ....June 7
Eurylochus .....June 8
City of Glasgow .....June 14
Teucer .....June 15
Delta .....June 17
Mishima Maru .....June 19
FOR LIVERPOOL
Eurydamas .....May 27
Tatsuno Maru .....June 1
FOR BATAVIA
Tjikembang ..... June 13

AGE is no indication of eye condition. Many aged people do not need to wear glasses, whereas many children need them at an early age.

Sometimes children, otherwise bright and intelligent, are backward in school on account of defective eyesight which is entirely unsuspected.

Let us test the eyes of your children. Be sure that you know whether or not their eyes are all right.

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of embroideries, handmade underwear, pongees and everything in silk.

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Phone C. 5634

Beautifully arranged and will be open next Tuesday, June the 27th, 1922
Weather Permitting

PALACE HOTEL ∴ ∴ ∴ ROOF-GARDEN

Undoubtedly the coolest place in Shanghai
with a magnificent view on the harbour and town

From 9.30 to 11.30 P.M.

CONCERTS

Of well known artists conducted by Palace Hotel Orchestra Leader
B. HAYES

PROGRAMME

MARCH	Souvenir d' Elbe	Fucik
OVERTURE	Raymond	Thomas
VALSE LENTE	Rose Mousse	Bose
SELECTION	Gipsy Love	Lehar

INTERVAL

FANTASIE	Cavaleria Rusticana	P. Mascagni
EXTRACT	Serenade d' Amour	Blon
BALLET EGIPTIEN		Luigini

A. Allegro non Troppo
B. Allegretto
C. Andante Sostenuto
D. Finale

Next Concert will be, weather permitting, on Thursday June 29th and Every Tuesday and Thursday thereafter

Cold dishes, all kinds of fancy drinks, exquisite wines and liquors Are served from 7 until 12.00 P.M.

VICTORIA THEATRE

TO-NIGHT TO-NIGHT

D. W. GRIFFITH

PRESENTS

"SCARLET DAYS"

A TALE OF THE OLDEN WEST

Scenario by S. E. V. Taylor
Photographed by G. W. Bitzer
Personally Directed by D. W. Griffith

The trail, the strife, the dance hall glare. The blood of youth adventuring. And through it all—soul, as only Griffith can paint it on the screen.

Presented by a great cast, including Richard Barthelmess, Clarine Seymour, Carol Dempster and Ralph Graves.

A flaming epic of love and life in the days when the West was young!

Scarlet days, when love meant all the world and the game of life was the game of pluck, of nerve, of gallantry, of love.

A new Griffith picture—galvanizing, fascinating, so different, so distinctive that it tops all his others.

As sure as you live, you must see this picture!

Matinee Today, June 25th at 3.15 p.m. Showing
D. W. GRIFFITH'S "SCARLET DAYS"
AND A TWO PART COMEDY

AT THE

ISIS THEATRE

Commencing To-morrow Monday at 9:15 p.m.

SPECIAL MATINEES EVERYDAY SAME PICTURE AT 5:30 p.m.

AND FOR THE WHOLE WEEK

You Will See

The Screen's Greatest And Most Enchanting Picture

The World's Most Human Story

MARY PICKFORD

IN

"LITTLE LORD FAUNTLEROY"

From the Famous Novel by Frances Hodgson Burnett

A UNITED ARTISTS CORPORATION SPECIAL PRODUCTION

Mary Pickford's dream of years fulfilled with this superb production—a film of genuine distinction, marking the highest point in this inimitable artist's brilliant career. Here is a great picture classic, because it has as its foundation a charming, lovable, human story upon which has been built a comedy-drama of extraordinary appeal, and into which has been put all of the wonderful genius and sympathy and personality of the world-admired Mary Pickford.

10 REELS OF TEARS AND SUNSHINE **10** REELS OF HEART GRIPPING DRAMA **10** REELS

SPECIAL MUSIC! EXTRA AUGMENTED ORCHESTRA! SPECIAL MUSIC!

Admission Prices: Stall $1.00. Dress Circle $2.00. Box Seat $3.00

Booking at Messrs. S. Moutrie & Co., Ltd.

Passengers Departed

Per C.N. s.s. Sunning for Hongkong: Miss M. Drung, Mr. Flodd; for Swatow: Mr. S. Gattas.

Per C.N. s.s. Sinkiang for Tsingtao: Mrs. W. H. Pott and infant, Mrs. Skinner and two children, Mrs. J. H. Pott, Miss H. Pott, Mr. Henry Lester.

Per C.N. s.s. Shuntien for Weihwei: Mrs. J. P. Cale and two children, Mrs. W. B. and Misses Illinghurst, Miss Davies, Master Hobden, Mrs. Shaw, Miss Hamilton, Mr. E. R. Morrison; for Chefoo: Mrs. R. J. Roberts and child, Mrs. Host, Miss Foote, Mrs. O. Brooks and infant, Misses G. Maddock, de la Sala, Nora Koenler; for Tientsin: Mrs. A. P. Fraser, Mrs. M. A. Rennie, Mrs. Rogers and two children.

Per I-C. s.s. Luenho for Hankow: Chapeaux and four children.

Per I-C. s.s. Taksang for Weihwei: Mrs. Spencer and child, Mrs. Evan Jones, Miss Rietveld, Mr. Friedlander, Mrs. H. D. K. and Miss F. Craddock and two children, Mr. Langley-Smith.

Per C.M. s.s. Hsinchi for Foochow: Mrs. Hilton-Johnson, Mrs. Sherrman, Mrs. McDonald, Misses A. Scribner, W. Jacobs, L. K. Haass, V. Vance, R. Brooks, Messrs. C. H. Montague, Joyce.

Per M.M. s.s. Azay le Rideau for Marseilles: Mr. and Mrs. A. Tadesq, Mr. and Mrs. H. Gaudin, Rev. J. A. Croke, Messrs. F. Veerman, J. Lehmann, Foubert, P. Hossenloop, Chu Tzu, M. Dufey, G. Goguet, Louis Coupal, Ko Yo, M. R. Miller, L. Coulon, F. Martieo, H. Gulicimi, J. P. M. Tossiere, C. M. Ploury, L. M. Rousselin, J. E. Cummell, Ouan King-hai, Dschang Ying, Richter Vachav, Chen Ki-tch'ing, Mrs. A. Wiedroff and two children; for Port-Said: Messrs. D. Kyriazi, B. Catsaris; for Colombo: Messrs. Gahn, Becker; for Penang: Mr. Wm. I Hogau; for Singapore: Mrs. Z. Thomas Loehrke, Messrs. H. R. Mistry, E. Baum, F. A. Ogli, P. Vichnevski, Mr. and Mrs. V. L. Beechan and two children; for Saigon: Mr. Picat, Mrs. B. Bianchi and child; for Haiphong: Messrs. Jean Le Boterf, Lou King, Yen Ting; for Hongkong: Messrs. H. P. White, M. J. Mellard, G. D. Whyte, T. M. Wang, O. K. Sam, G. S. Wood, At Chong, Lyen, Mrs. A. Puthod, Miss G. Puthod, Mrs. B. M. P. Corveth.

Per P.M. s.s. President Cleveland for Manila: Misses D. Jenks, A. Smith, N. C. Viloso, G. Linchiahka, Mrs. M. S. Gutierrez and daughter, Messrs. F. S. and Jose Gutierrez, Luis and Gutierrez, H. J. Young, J. P. St. Sure, C. D. Merrill, F. J. Clifford, Te Hao, S. G. Vinson, Mrs. Ana Benz, Com. C. McWhorter, Mrs. C. L. Stone, Mrs. H. van Heusen, Misses H .Steele, K. Bolton, Mr. and Mrs. C. B. Willey; for Hongkong: Mr. and Mrs. G. Bardwil, Mr. and Mrs. J. Tavares, Mrs. C. E. Tavares, Misses C. M. Tavares, G. Gardner, Messrs. H. Block, Liang Szeheng, J. H. Williamson, G. M. Jones Jr.

Per P.M. s.s. President Lincoln for San Francisco: Mrs. H. R. Snyder, Mr. and Mrs. J. Whiteside and four children, Mr. and Mrs. Chas. Rayner, Miss M. White, Mrs. O. H. Chalkley and daughter, Dr. and Mrs. J. M. Hancock, Miss E. C. Boynton, Dr. and Mrs. L. Freeman, Mr. and Mrs. C. F. Remer, Miss A. Isaac, Mrs. H. Scheibli and three daughters, Rev. and Mrs. H. E. Smith and two children, Dr. and Mrs. K. H. Morris and four children, Miss A. B. Jordan, Mrs. L. B. and Miss M. Thompson, Mr. and Mrs. G. S. Shibbey and two daughter, Mrs. J. Robertson and three children, Mr. and Mrs. J. T. Mick and two sons, Mr. and Mrs. C. C. van Aevsen and two children, Mrs. S. L. Stevens, Miss B. Lorenz, Mrs C. C. Goodrick and sons, Miss H. C. de Craaf, Mr. and Mrs. W. M. Moley, Mrs. C. S. Schwetzoff, Mrs. E. Lushinkoff and two daughters, Misses M. Clayes, M. Monroe, Messrs. C. H. Purcell, S. Hertzberg, L. A. Ross, P. D. Taylor, A. J. Meald, G. G. Horwitz, A. Israel, Rev. Father H. P. Lawton, H. O. Plommer, T. C. Pennex, C. H. Murdock; for Yokohama: Mr. and Mrs. G. Taylor, Dr. W. S. Parsons, Mrs. D. B. Clark and son, Messrs. J. Scheibli, H. T. Clark, E. B. Howells.

Steamers Departed

June 23—Jaladuta for Rangoon.
June 24—Loongwo for Hankow.
June 24—Chungking for Hankow
June 24—Ningshao for Hankow.
June 24—Nanyang M. for H'kow
June 24—Omi Maru for Japan.
June 24—Yamagata M. for Jap.
June 24—Sunning for S. H. C'ton
June 24—Karmala for Japan.
June 24—President Cleveland for Manila & Hongkong
June 24—President Lincoln for San Francisco.
June 24—Shidzuoka M. for Japan
June 24—Yoshino M. for Japan
June 24—Azay le Rideau for Marseilles.
June 24—Hsinwah for Tientsin
June 24—Sinkiang for Tsingtao
June 24—Kwaisang for S. H'kong
June 24—S'tien for W. C. T'tsin
June 24—Hero for N. Customs
June 24—Mingshun for Tientsin
June 24—Matsura M. for H'kow
June 24—H. K'teen for Ningpo.

Vessels Due

Benledi, *London*	June.	28
Chekiang, *Antung*	June.	25
Chikugo Maru, *Japan*	June.	27
Changon, *Hankow*	June.	25
Chakarata, *Singapore*	July	1
Chungking, *Hankow*	July	2
Dunera, *Bombay*	June	29
E. of Asia, *Vancouver*	June.	30
E. of Japan, *Hongkong*	July	1
Esang, *Hankow*	June.	28
Fausang, *Tientsin*	June.	25
Fengtien, *Tientsin*	June.	25
Feiching, *Foochow*	June.	25
Glaucus, *Liverpool*	July	2
Hacan, *Wenchow*	June	26
Hakuai Maru, *Japan*	June.	25
Hangsang, *Hongkong*	June.	25
Hsin Kiangteen, *Ningpo*	June	27
Hsin Ningshao, *Ningpo*	June.	25
Hsin Peking, *Ningpo*	June.	25
Janus, *Calcutta*	June.	26
Kashmir, *Japan*	June	28
Kiangwah, *Hankow*	June.	27
Kianghsin, *Hankow*	June.	25
Kianglee, *Hongkong*	June	27
Kiangshun, *Hankow*	July.	1
Kiangteen, *Hankow*	July.	3
Kiangyu, *Hankow*	June.	25
Kiangyung, *Hankow*	June.	30
Kohoku Maru, *Dairen*	June.	25
Liangchow, *Hongkong*	July.	1
Loongwo, *Hankow*	July.	1
Luenho, *Hankow*	July	2
Luenyi, *Hankow*	June.	25
Luchow, *Tsingtao*	June.	25
Ngankin, *Hankow*	June.	28
Ningshao, *Hankow*	July	2
P.Madison, *Hongkong*	July.	1
P. McKinley, *Seattle*	June.	27
Shantung, *Hongkong*	June.	26
Shengking, *Hankow*	June.	30
Shuntien, *Tientsin*	July	2
Siberia Maru, *S. Francisco*	June.	28
Sinkiang, *Tsingtao*	June.	29
Soochow, *Hongkong*	July	3
Suiyang, *Hongkong*	June.	28
Sakaki Maru, *Dairen*	June.	25
Suiwo, *Hankow*	June.	29
Szechuen, *Hongkong*	June.	30
Takeshima Maru, *Japan*	July	3
Tatung, *Hankow*	July.	1
Taiyo Maru, *Hongkong*	June.	25
Tuckwo, *Hankow*	June.	27
Tungchow, *Tientsin*	June.	28
Tungwah, *Tientsin*	June.	25
Tehhsing, *Hankow*	June.	29
Tingsang, *Tsingtao*	June	26
Wosang, *Hankow*	June.	30
Wuchang, *Hankow*	June.	26
Whangpu, *Hankow*	June.	29
Woosung, *Hankow*	July	3
Yamashiro Maru, *Japan*	June.	29
Yawata Maru, *Japan*	July	2
Yingchow, *Tsingtao*	July	2
Yushun, *Tientsin*	June.	29

AYRTON'S

COCOANUT OIL SHAMPOO

NATURE'S OWN TREATMENT

It will enhance and preserve the beauty of your hair, bring out its tone and colour, and eradicate dandruff. "Fine, soft, glossy hair" is the certain reward of those who make its use habitual.

ON SALE at all Chemists and Stores.

$1.00 per bottle

It must be "AYRTON'S"

Accept no Imitations

Trade-Mark

APOLLO THEATRE

Monday, Tuesday & Wednesday, June 26th, 27th & 28th

THE EVER ADORABLE

WANDA HAWLEY

in

"The Outside Woman"

Adapted from the play "ALL NIGHT LONG" by PAUL SIPE & PHILIP BARTHOLOMAE
WANDA HAWLEY AT HER BEST in this sparkling wholesome altogether delightful domestic farce-comedy.

Booking at Robinson's

MATINEE TO-DAY at 3 p.m.

The ever adorable attractive star

WANDA HAWLEY in "THE SNOB"

"King of the Circus" Episode 17th and 18th.
The Final Episodes

AT THE ST-GEORGE'S GARDENS

217 Bubbling Well Road.

OPEN AIR CINEMA SHOW

To-night The Last night

SPECIAL ATTRACTION !

The most famous actress

Lillian Gish

and

Wallace Reid

in

"The Fatal Marriage"

Adapted from the original photo play "ENOCH ARDEN" and the famous poem by LORD TENNYSON

Produced by

D. W. Griffith

A tale that sounds the depths of the human heart and scales the height of the human soul.

AT THE ST. GEORGE'S GARDENS

217 Bubbling Well Road.

Open Air Cinema Show.

Monday, Tuesday and Wednesday June 26th, 27th and 28th

A Universal Special Attraction

presenting

The Sweetest Girl in Pictures

GLADYS WALTON

in the pepp ry picture of a lovable Little Spitfire with Grown up Ideas.

"SHORT SKIRTS"

You can't vamp a man if he knows it; but the victim in "Short Skirts" didn't know that Gladys Walton was luring him on in her clever photodrama.

AT THE APOLLO THEATRE

Tonight Tonight

The last performance of the Jewish artists

F. and W. Shumsky

Among other musical and stage pieces there will be performed specially for the Arabian Jews the masterpiece of J. Gordin in the Hebrew language

"Zidkyio boecs hopkudois"

which is elaborated for the stage by Mr. Shumsky

Booking at Apollo on the day of performance

TO FACILITATE OUR REMOVAL to NANKING ROAD this month, we offer MANY BARGAINS in PIANOS, GRAMOPHONES, RECORDS, MUSIC, etc.

ROBINSON PIANO COMPANY LIMITED

COMMENCING IN A SPECIAL PROGRAMME

On Monday, Tuesday, Wednesday and Thursday—June 26th, 27th, 28th and 29th

VICTORIA THEATRE

Adolph Zukor presents a GEORGE FITZMAURICE PRODUCTION

"On With The Dance"

with

MAE MURRAY DAVID POWELL

Faster! Faster!!

Slaves of Pleasure, lost in the spell of Broadway's lights and laughter. Driven by the lash of unfulfilled desires—on and on—dancing, loving, thirsting for new sensations—beyond the law—beyond virtue—into the abyss.

A vivid, lavish drama of human souls that drank of too much "life" on New York's Great White Way.

Every Scene a Sensation

A Paramount Artcraft Picture

Special Music. BOOKING AT MOUTRIE'S Prices $1.50 & $1.00

APOLLO THEATRE

THURSDAY, FRIDAY, SATURDAY & SUNDAY

June 29th, 30th, July 1st and 2nd

D. W. GRIFFITH'S

great and powerful drama

"The FATAL MARRIAGE"

Adapted from the famous poem by

LORD TENNYSON

Starring

LILLIAN GISH

and

WALLACE REID

Mr. Griffith portrays in this production "the constancy of woman and the fidelity of man" virtues which the modern trend of living seems to have driven from the minds of the present generation.

If besides the entertainment this production affords, it will revive the fires of honor and faith in Mankind, Mr. Griffith's offering will have indeed served a noble purpose.

A MAGNIFICENT ATTRACTION!

Booking at Robinson's

GENERAL SHIPPING NEWS

Vessels Loading

For River Ports

HANKOW & PORTS.—The Str. KIANGTEEN, Capt. Johannessen, will leave on Sunday, June 25, at midnight. For Freight or Passage, apply to C.M.S.N. Co.

HANKOW & PORTS.—The Indo-China S. N. Co.'s S.S. KUNGWO 4,635 Tons, Captain Gibb, will sail for the abovementioned ports from Hunt's Wharf on Monday, June 26, at about midnight. For Freight or or Passage, apply to JARDINE, MATHESON & Co., Ltd., General Managers. Tel. C. 241. Extensions to Freight and Passenger Departments.

HANKOW & PORTS.—The Str. KIANGAN Capt. McIllwain, will leave on Monday, June 26, at midnight. For Freight or Passage, apply to C.M.S.N. Co.

HANKOW & PORTS.—The Indo-China S. N. Co.'s s.s. KUTWO, 2,664 Tons, Captain Christie, will sail for the abovementioned ports from Hunt's Wharf on Tuesday, June 27, at about midnight. For Freight or Passage, apply to JARDINE, MATHESON & Co., Ltd., General Managers. Tel. C. 241. Extensions to Freight and Passenger Departments.

HANKOW & PORTS.—The Indo-China S. N. Co.'s S.S. TUCKWO, 3,770 Tons, Capt. Findeison, will sail for the abovementioned ports from Hunt's Wharf on Wednesday, June 28, at about midnight. For Freight or Passage, apply to JARDINE, MATHESON & Co., Ltd., General Managers. Telephone C. 241. Extensions to Freight and Passenger Departments.

HANKOW & PORTS.—The Indo-China S. N. Co.'s S. S. ESANG, 1,782 Tons, Captain Williams, will sail for the abovementioned ports from Old Ningpo Wharf on Thursday, June 29, at midnight. For Freight, apply to JARDINE, MATHESON & Co., Ltd., General Managers. Tel. C. 241. Extension to Freight Department.

HANKOW & PORTS.—The Indo-China S. N. Co.'s S.S. SUIWO, 2,671 Tons, Captain Jackson, will sail for the abovementioned ports from Hunt's Wharf on Friday, June 30, at about midnight. For Freight or Passage, apply to JARDINE, MATHESON & Co., Ltd., General Managers. Telephone Central 241. Extensions to Freight and Passenger Departments.

For Southern Ports

HONGKONG.—The O.S.K.'s cargo and passengers steamer ARABIA MARU, 20,000 Tons, Capt. K. Komiya, will be despatched from the 9 and 10 buoys on June 25, at 5 p.m. The last tender conveying passengers on board will leave the Canton Road Jetty at 4 p.m. For Freight or Passage, apply to THE OSAKA SHOSEN KAISHA, No. 2 Canton Road, 'Phone C. 4234.

HONGKONG & CANTON.—The Str. TAISHUN, Captain Halkett, will leave on Sunday morning, June 25. For Freight or Passage, apply to C.M.S.N. Co.

FOOCHOW.—The Steamer HSINCHI, Captain Davis, will leave on Sunday morning, June 25. For Freight or Passage, apply to C.M.S.N. Co.

WENCHOW.—The Steamer KWANGCHI, Captain Newberg, will leave on Sunday morning, June 25. For Freight or Passage, apply to C.M.S.N. Co.

NINGPO.—The Steamer HSIN KIANGTEEN, Capt. Taylor, will leave on Tuesday, June 27, at 4:30 p.m. For Freight or Passage, apply to C.M.S.N. Co.

KERLUNG & TAKAO VIA FOOCHOW.—The O.S.K.'s Cargo and Passenger Steamer KOHOKU MARU, 5,000 Tons, Captain N. Akazawa, will be despatched from the O.S.K. Wharf on Tuesday June 27, at ——— For Freight or Passage, apply to THE OSAKA SHOSEN KAISHA, No. 2, Canton Road, 'Phone C. 4234.

For Northern Ports

TIENTSIN DIRECT.—The Str. HSINKONG, Captain Smith, will leave on Sunday morning, June 25. For Freight or Passage, apply to C.M.S.N. Co.

CHEFOO & NEWCHWANG.—The Str. KUNGPING, Captain Hansen, will leave on Sunday morning, June 25. For Freight or Passage, apply to C.M.S.N. Co.

VLADIVOSTOK DIRECT.—The mail steamer TELI, will be despatched from Shanghai on Saturday, July 1. The tender conveying mail and passengers will leave the French Mail Jetty on Saturday, at 2:00 p.m. For Freight or Passage, apply to L. V. Lang, No. 8 French Bund. (Tel. Nos. Central 3059 & 3060).

VLADIVOSTOK DIRECT.—The steamer SHINLEE, Captain Kozloff, will be despatched for the above port on July 4. For Freight and or Passage, apply to S. HEIMANN & Co., 19A Canton Road, Tel. C. 1604.

For Japan Ports

KOBE DIRECT.—The O.S.K.'s cargo steamer ARGUN MARU, 15,000 tons, Capt. Y. Miura, will be despatched from the O.S.K. Wharf on June 25, at 5 p.m. For Freight, apply to THE OSAKA SHOSEN KAISHA, No. 2 Canton Road, Phone C. 4234.

MOJI AND KOBE.—The O.S.K.'s Cargo Steamer JAVA MARU, 1,000 Tons, Captain J. Kojima, will be despatched from the O. S. K. Wharf on Thursday, June 29, at ——— For Freight apply to THE OSAKA SHOSEN KAISHA, No. 2 Canton Road. 'Phone C. 4234.

The Foreign Ports

SAN FRANCISCO via NAGASAKI, INLAND SEA, KOBE, YOKOHAMA & HONOLULU.—The s.s. TAIYO MARU, 22,000 Tons, Captain Y. Nagano, will be despatched on Sunday, June 25, at 3:30 p.m. Tender conveying passengers and mails will leave Customs jetty at 3:30 p.m. For passage apply to TOYO KISEN KAISHA, No. 71 Szechuen Road, Shanghai. Tel. N. 3229-3230.

NEW YORK VIA DAIREN, JAPAN PORTS, SAN FRANCISCO AND PANAMA PORTS.—The O.S.K.'s cargo str. SHUNKO MARU, 12,000 Tons, Captain S. Hirano, will be despatched from the No. 9 and 10 buoys on Tuesday, June 27, at ——— For Freight, apply to THE OSAKA Road, Phone C. 4234.

Shipping Items

YANGTSZE PORTS

The C.M. s.s. Kianghsin left Hankow on Thursday and is due in Shanghai this morning.

The S.P. s.s. Changon left Hankow on Thursday and is due in Shanghai this morning.

The C.N. s.s. Luenyi left Hankow on Thursday and is due in Shanghai this morning.

The C.M. s.s. Kiangyu left Hankow on Friday and is due in Shanghai tomorrow morning.

The C.N. s.s. Wuchang left Hankow on Friday and is due in Shanghai tomorrow morning.

The C.M. s.s. Kiangwah left Hankow yesterday and is due in Shanghai on Tuesday.

The I-C. s.s. Tuckwo left Hankow yesterday and is due in Shanghai on Tuesday.

The I-C. s.s. Esang will leave Hankow today and is due in Shanghai on Wednesday.

The C.N. s.s. Ngankin will leave Hankow today and is due in Shanghai on Wednesday.

The S.P. s.s. Tehhsing will leave Hankow tomorrow and is due in Shanghai on Thursday.

The I-C. s.s. Suiwo will leave Hankow tomorrow and is due in Shanghai on Thursday.

The C.N. s.s. Whangpu will leave Hankow tomorrow and is due in Shanghai on Thursday.

The C.M. s.s. Kiangyung will leave Hankow on Tuesday and is due in Shanghai on Friday.

The I-C. s.s. Wosang will leave Hankow on Tuesday and is due in Shanghai on Friday.

The C.N. s.s. Shengking will leave Hankow on Tuesday and is due in Shanghai on Friday.

SOUTHERN PORTS

The C.N. s.s. Shantung left Hongkong on Thursday and is due in Shanghai tomorrow.

The C.M. s.s. Feiching left Foochow on Friday and is due in Shanghai today.

The C.N. s.s Suiyang left Hongkong yesterday and is due in Shanghai on Wednesday.

The I-C. s.s. Hangsang is due in Shanghai from Hongkong this morning.

The C.N. s.s. Szechuen will leave Hongkong tomorrow and is due in Shanghai on Friday.

The C.N. s.s. Liangchow will leave Hongkong on Tuesday and is due in Shanghai on Saturday.

The C.M. s.s. Kaho left Amoy for Swatow on Friday.

The C.M. s.s. Kwanglee left Hongkong on Friday and is due in Shanghai on Tuesday.

The C.M. s.s. Haean will leave Wenchow today and is due in Shanghai tomorrow.

The B.I. s.s. Chakrata left Singapore on Wednesday morning and is due in Shanghai on July 1.

The P. & O. s.s. Banca is expected to leave Singapore for Shanghai on Friday afternoon, June 30.

NORTHERN PORTS

The C.N. s.s. Fengtien left Tientsin on Thursday and is due in Shanghai by way of Chefoo and Weihaiwei today.

The C.M. s.s. Tungwah left Tientsin for Dairen and Shanghai on Wednesday.

The C.N. s.s. Luchow left Tsingtao on Friday and is due in Shanghai today.

The S.M.R. s.s. Sakaki Maru is due in Shanghai from Dairen and Tsingtao this morning and will sail for same ports at noon tomorrow. The tender with passengers and baggage will leave the Customs jetty at 11 o'clock tomorrow morning.

The I-C. s.s. Fausang is due in Shanghai from Tientsin, Chefoo and Weihaiwei this morning.

The I-C. s.s. Tingsang is due in Shanghai from Tsingtao tomorrow morning.

The C.N. s.s. Tungchow will leave Tientsin today and is due in Shanghai by way of Chefoo and Weihaiwei on Wednesday.

The C.M. s.s. Yushun will leave Tientsin for Dairen and Shanghai today.

The O.S.K. s.s. Kohoku Maru left Dairen at 4 o'clock Thursday afternoon and is due in Shanghai at daylight today. The Kohoku will sail for Keelung and Takao by way of Foochow on Tuesday.

The C.N. s.s. Sinkiang will leave Tsingtao on Tuesday and is due in Shanghai on Thursday.

JAPAN PORTS

The N.Y.K. s.s. Hakuai Maru left Moji for Shanghai on Friday and is to dock at the N.Y.K. Wharf today.

INDIAN PORTS

The O.S.K. s.s. Java Maru, from Calcutta, left Singapore on June 14 and is due in Shanghai tomorrow. The steamer will sail for Moji and Kobe on Tuesday.

The B.I. s.s. Japan left Calcutta for Rangoon, Straits, Hongkong and Shanghai on June 17 and is expected to arrive here on July 12.

The B.I. s.s. Janus, from Calcutta, left Hongkong on Monday morning and is due in Shanghai by way of Amoy tomorrow.

The P. & O. s.s. Soudan, from Bombay on June 14, is expected to leave Singapore for Hongkong and Shanghai on Wednesday morning.

The B.I. s.s. Dunera, from Bombay on June 8, left Singapore for Hongkong and Shanghai on June 19 at noon.

EUROPEAN LINES

The Norwegian, Africa and Australia Line m.s. Teneriffa, from Christianja, passed Aden on June 15 and is due in Shanghai on July 10.

The P. & O. s.s. Devanha was due to sail from London on Friday, June 23, and is expected to arrive in Shanghai on August 2.

The Glen Line s.s. Glenluce is due in Shanghai from London and Genoa on July 10.

The Ben Line s.s. Benledi, from London, was expected to leave Hongkong yesterday and is due in Shanghai on Wednesday, June 28.

The Blue Funnel s.s. Pyrrhus arrived in Shanghai from Liverpool and ports early yesterday afternoon and is docked at the Holt's Wharf.

The Blue Funnel s.s. Glaucus, from Liverpool, left Singapore for Hongkong and Shanghai on Friday at daylight.

The M.M. s.s. Armand Behic will sail from Shanghai for Marseilles and ports on Saturday, July 8, at 9:30 a.m. The tender Whangpoo with outbound passengers and hand baggage will leave the French Mail Jetty at 8 o'clock. Heavy baggage must be delivered to the Company's godown before Friday noon, July 7.

The P. & O. s.s. Plassy which sailed from Shanghai on May 6, arrived in London at 6 o'clock Tuesday morning, June 20.

The P. & O. s.s. Kashgar, from London on May 26, is expected to leave Singapore tomorrow morning and is due in Shanghai on July 5.

AMERICAN LINES

The South China Line s.s. Eastern Sailor was due to sail from Portland for Japan, China and the Philippines yesterday.

The South China Line s.s. Vinita is due to sail from Portland for Japan, China and the Philippines on July 6.

The Dollar s.s. Esther Dollar sailed from New York for San Francisco by way of Panama on June 14.

The Dollar s.s. Bessie Dollar left San Francisco for Aberdeen, Washington, on June 11 and is expected to sail from Puget Sound for the Orient on July 1.

The South China Line s.s. Hannawa left Cebu for Portland on June 16.

The South China Line s.s. West Kader is due to leave Portland for Japan, China and the Philippines on July 6.

The Lumberline s.s. Luise Nielsen left Portland for Shanghai and Tsingtao on June 18 with a full cargo of lumber.

The Lumberline s.s. Niels Nielsen left Portland for Hakodate and Shanghai on June 11 with a full cargo of lumber.

The Adl. Line s.s. President Jackson (ex Silver State) was due to sail from Seattle yesterday and is expected to arrive in Shanghai on July 11.

The P.M. s.s. President Wilson (ex Empire State) was due to sail from San Francisco yesterday and is expected to arrive in Shanghai on July 14.

The South China Line s.s. West Keats, from Portland on May 27, is expected to arrive in Shanghai by way of Tsingtao on June 30. The liner will sail from this port for the Philippines and Portland.

The T.K.K. s.s. Taiyo Maru is due off Woosung from Hongkong early this morning and will sail for San Francisco this evening. Incoming passengers are expected to land at the Customs jetty about 9 o'clock this morning and the tender with outgoing passengers and baggage, will leave at 3:30 o'clock this afternoon.

The Dollar s.s. Grace Dollar is expected to sail from Shanghai for Kobe and America today.

The Dollar s.s. Diania Dollar left Penang for New York on May 27.

The Dollar s.s. Robert Dollar left San Francisco for Puget Sound and the Orient on June 8.

The Dollar s.s. M. S. Dollar left Port Said for New York on May 24.

The China Mail s.s. China arrived in Shanghai from San Francisco, Honolulu and Japan ports yesterday morning and is to dock at the China Merchants' Central Wharf. The steamer will sail for Hongkong direct at 10 o'clock this morning.

The P.M. s.s. President Lincoln sailed from Shanghai yesterday morning and is due to arrive in San Francisco by way of Kobe, Yokohama and Honolulu on July 13.

The Adl. Line s.s. President McKinley (ex Keystone State) which sailed from Seattle on June 17, is due to leave Kobe today and is expected to arrive in Shanghai on Tuesday. The President brings 1,031 sacks of mail and a full list of passengers for this port and, is to dock at the China Merchans' Central Wharf. It will sail ror Hongkong and Manila on Thursday.

Steamers Arrived

June 23—Tseangtah from H'kow
June 24—H. K'teen from Ningpo
June 24—Fuji M. from T'tao.
June 24—Hanwo from Hankow
June 24—Bengal M. from H'kong
June 24—N'shin from Foochow
June 24—Poyang from Hankow.
June 24—Kiangan from Hankow
June 24—F'yang M. from H'kow
June 24—China from S. C'cisco.
June 24—Pyrrhus from L'pool
June 24—Foolee from .....
June 24—Amagisan M. from Jap
June 24—Wanli from Dairen.

Men Of War In Port

Section	Date	Name	Flag and Rating
	June 6	Alden 211	Am. Destroyer
	June 6	Barker 213	Am. Destroyer
	June 6	Borie 215	Am. Destroyer
	June 6	Broome 210	Am. Destroyer
	June 15	Buffalo	Am. Destroyer
	June 6	Chandler 206	Am. Destroyer
Mc. W.	Mar. 20	Cricket	Br. Gunboat
	June 6	Dorsey 117	Am. Destroyer
	June 12	D. de Lagree	Fr. Gunboat
	June 6	Hovey 208	Am. Destroyer
1 C	June 14	Huron	Am. Cruiser
	June 6	J.D. Edwards 216	Am. Destroyer
	June 6	Long 209 (F)	Am. Destroyer
Mc. W.	Mar. 22	Mantis	Br. Gunboat
	June 6	Rathburne 113 (F)	Am. Destroyer
	June 6	Roper 147	Am. Destroyer
O D		Scarab	Br. Gunboat
	June 6	S. Thompson 212	Am. Destroyer
	June 6	Southard 207	Am. Destroyer
	June 6	Talbot 114	Am. Destroyer
Y. T. P. W.	May 24	Toba	Jap. Gunboat
	June 6	Waters 115	Am. Destroyer
	June 6	Whipple 217	Am. Destroyer
	June 6	Zane 337	Am. Destroyer

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S.S. "HAROLD DOLLAR" July 7

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S.S. "ROBERT DOLLAR" July 15
S.S. "ESTHER DOLLAR" last half August.

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Steamer	Leave S'hai	Arrive Vanc'r	Connecting with	Leave Quebec	Arrive S'hampton C'bourg
E. Japan	July 1	July 19	E. Scotland	July 25	Aug. 1
E. Asia	July 15	July 31	E. France	Aug. 8	Aug. 16
E. Canada	July 29	Aug. 14	E. Scotland	Aug. 22	Aug. 29
E. Russia	Aug. 12	Aug. 28	E. France	Sept. 5	Sept. 12
E. Australia	Aug. 26	Sept. 11	E. Scotland	Sept. 19	Sept. 26
E. Asia	Sept. 9	Sept. 25	E. France	Oct. 3	Oct. 10

FORTNIGHTLY SAILINGS THEREAFTER, WITH SAME CONNECTIONS THROUGH TO EUROPE.
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TO HONGKONG VIA MANILA

Empress of Asia	July 1
Empress of Canada	July 15
Empress of Russia	July 29
Empress of Australia	Aug. 13
Empress of Asia	Aug. 26

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TRANS-PACIFIC SERVICE.
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Via Kobe, Yokohama and Victoria

	Leave Shanghai	Arrive Seattle
"PRESIDENT MADISON" (X-Bay State, Capt Quinn)	July 2	July 13
"PRESIDENT MCKINLEY" (X-Keystone State, Capt. January)	July 16	Aug. 1
"PRESIDENT JACKSON" (X-Silver State, Capt. Griffith)	July 30	Aug. 15
"PRESIDENT GRANT" (X-Pine Tree State, Capt. Jensen)	Aug. 13	Aug. 20.
"PRESIDENT JEFFERSON" (X-Wenatchee, Capt. Nichols)	Aug. 27	Sept. 12

FREIGHT AND PASSENGER SERVICE TO HONGKONG AND MANILA

	Leave Shanghai
"PRESIDENT MCKINLEY"	June 29
"PRESIDENT JACKSON"	July 13
"PRESIDENT GRANT"	July 27
"PRESIDENT JEFFERSON"	Aug. 10
"PRESIDENT MADISON"	Aug. 24

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S.S. PRESIDENT LINCOLN ex-HOOSIER STATE ....June 24
S.S. PRESIDENT CLEVELAND ex-GOLDEN STATE..July 8
S.S. PRESIDENT WILSON ex-EMPIRE STATE .....July 29

FOR HONGKONG via MANILA.

S.S. PRESIDENT CLEVELAND ex-GOLDEN STATE .June 25
S.S. PRESIDENT WILSON ex-EMPIRE STATE ....July 15
S.S. PRESIDENT LINCOLN ex-HOOSIER STATE ....Aug. 12

Stay of steamers in Manila 3 days, in Hongkong 6 to 8 days.

FOR NEW YORK via PANAMA

S.S. "HEFFRON" ..... July 8

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ALONG THE PATHWAY OF THE SUN.
PROPOSED SAILINGS FROM SHANGHAI
FOR SAN FRANCISCO

S.S. "TAIYO MARU" ...via Nagasaki ..... June 25
S.S. "SIBERIA MARU ...via Dairen ..... July 11
S.S. "TENYO MARU ...via Nagasaki ..... July 28
S.S. "KOREA MARU" ...via Nagasaki ..... Aug. 3

FOR HONGKONG

S.S. "SIBERIA MARU" direct ..... June 28
S.S. "TENYO MARU direct ..... July 7
S.S. "KOREA MARU via Manila ..... July 18
S.S. "SHINYO MARU" via Manila ..... July 31

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S.S. "WEST IVAN" July 20th

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S.S. "APUS" July 2nd
S.S. "WEST IVAN" July 22nd

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S.S. "CHINA" .....July 9 Sept. 19 Nov. 30
S.S. "NANKING" .....Aug. 13 Oct. 23 Jan. 2

FOR HONGKONG DIRECT
S.S. "CHINA" .....June 25 Sept. 5 Nov. 16
S.S. "NANKING" .....July 31 Oct. 10 Dec. 19

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General Office Central 4773
Agent Central 4313

GENERAL SHIPPING NEWS

N. Y. K. LINE

PROPOSED SAILINGS FROM SHANGHAI

FOR EUROPE
Mishima Maru .....June 19 — Kitano Maru .....July. 17
Hakozaki Maru .....July. 3 — *Tsnyama Maru ..end of July

FOR VICTORIA AND SEATTLE
Shidzuoka Maru .....July 8 — Yokohama Maru ....July. 31

FOR SAN FRANCISCO AND NEW YORK VIA PANAMA CANAL (Calling at Dairen and Japan ports).
Delagoa Maru .....July. 6 (Cargo only)

FOR SOUTH AMERICA VIA DURBAN AND CAPE TOWN FROM KOBE
Wakasa Maru ....End of July for Cargo only

FOR JAPAN
Hakuai Maru .....June. 28 — Yawata Maru .....July. 5
Chikugo Maru .....June. 30 — Takeshima Maru .....July 6
Yamashiro Maru ....July. 1 — Kumano Maru .....July. 8
*Cargo only

FOR HONGKONG DIRECT.
Yokohama Maru ....July. 16

FOR AUSTRALIA, sailing from Hongkong
Yoshino Maru .....July. 18 — Aki Maru .....Aug. 15

For freight, passage and further information apply to
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3, North Yangtsze Road, Shanghai.
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FOR SAN FRANCISCO AND PORTLAND
S.S. "LUISE NIELSEN".....July 16th

FOR SAN FRANCISCO AND PORTLAND VIA MANILA.
S.S. "NIELS NIELSEN".....July 19th

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Future Sailings for	Steamship	Sailing about
Marseilles, London, Antwerp—via Hongkong, Straits, Ceylon and Egypt.	KASHMIR KARMALA KASHGAR SARDINIA	July 1 July 15 July 29 Aug. 12
Bombay—via Hongkong, Straits and Colombo.	MIRZAPORE SOUDAN	June 29 July 14
Calcutta—via Kobe.	JANUS	June 27
Calcutta—from Hongkong via Singapore and Penang.	TORILLA JANUS	June 29 July 16
Sydney and Melbourne—from Hongkong.	ARAFURA ST. ALBANS EASTERN	July 6 Aug. 3 Aug. 31

*P. & O. and B.I.S.N. Co.'s tickets interchangeable.
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Telephones: General: Central 169; Passage: Central 2510; Freight: Central 2069

M Messageries Maritimes M

SERVICES CONTRACTUELS. MAIL STEAMERS.

	Next sailings from Marseilles	Probable arrival at Shanghai	Probable sailing from Shanghai
ARMAND BEHIC			5th July.
CHAMBORD .....19th May		27th June	22nd July.
ANDRE LEBON ..... 2nd June		10th July	5th August.
AMBOISE ..... 16th June		24th July	19th August.
CORDILLERE ..... 30th June		7th August	2nd Sept.
AMAZONE	14th July	21st August	16th September.

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THE CHINA PRESS MAIL SCHEDULE

SUNDAY, JUNE 25, 1922

Date and Destination	Per	Ch.	Br.	U.S.A.	Reg.
TODAY					
Hongkong and Canton ..	Chengtu	8.30			8.00
Hongkong	do		8.00		
W'wei, C'foo and T'tsin .	Taksang	7.30	8.30		7.00
River Ports	Train & Str.	21.00			21.00
Hongkong	China		9.00		
Japan, Honolulu, Canada U.S.A. & Europe via U. S. A..	†Taiyo Mart		14.30		
Japan, Honolulu, Canada. U. S. A. & Europe	Taiyo M.	13.30			13.00
Hongkong and Canton ...	Canton	8.00			7.30
TOMORROW					
Ningpo	Hsin Peking		15.00		
Tientsin	Train		17.00		
Hankow	Train		17.00		
Vladivostok & Siberia .	Via P. & H.	17.00			17.00
River ports	Train & Str.	21.00			21.00
Tsingtao & Dalny	Sakaki M.	9.30			18.00
Foochow	Ningshin	18.30			
Tuesday, June 27					
W'wei, C'foo and T'tsin ..	Fengtien	13.30	13.30		13.00
S'tow, H'kong & C'ton ...	Luchow	10.30			10.00
Swatow and Hongkong ..	do		10.30		
Antung	Chekiang	10.30			10.00
Japan Ports	Hakuai M	19.00	17.00		18.30
Vladivostok & Siberia ..	Via P. & H.	17.00			17.00
River ports	Train & Str.	21.00			21.00
W'wei, C'foo, and T'tsin..	Fausang		17.00		
Wednesday, June 28					
W'wei, C'foo and T'tsin ..	Fausang	12.30			12.00
Hongkong and Canton ...	P. McKinley	17.00			16.30
Manila and Hongkong ..	do	17.00			16.30
Thursday, June 29					
Amoy, H'kong & C'ton ..	Suiyang	12.30			12.00
Amoy and Hongkong ..	do		12.30		
H'kong, Straits, India & Europe via Suez	Mirzapore	10.30			10.00
Hongkong and Canton ..	Mirzapore	10.30			10.00
Japan Ports	Chikugo M.	19.00	17.00		18.30
Friday, June 30					
Newchwang	Ichang	21.00			21.00
Japan Ports	Yahiro M.	19.00	17.00		18.30
Swatow & Hongkong ...	Sinkiang		17.00		
S'tow, H'kong, C'ton ...	Sinkiang	21.00			21.00
Saturday, July 1					
Japan, Canada, U.S.A. Europe via Canada ...	E. of Japan		14.00		13.30
H'kong, S. Ports, Straits Ceylon, India & Europe via Suez	Kashmir		D8.30		
H'kong, Straits, India & Europe via Suez	Kashmir	8.30			7.30
Japan, Canada, U. S. A. Europe	E. of Japan	14.00			13.30
W'wei, C'foo and T'tsin ..	Tungchow	8.30	8.30		8.00
Hongkong	Kanchow		17.00		
Sunday, July 2					
Japan, Canada, U.S.A. & Europe	P. Madison	18.00			17.30

A Time fixed provisionally.
B. Registered matters at 5 p.m. on previous day.
C Registered matters at 6 p.m. on previous day.
D. Registered and Parcels at 5 p.m. on previous day.
E Parcels at 9.15 a.m.
†Specially marked correspondence only

N. Y. K.

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„ „ YOKOHAMA	„ „	.....	150.00

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The National Way

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Future Sailings

FOR AMERICA AND CANADA

Date	Time	Destination	Ship's Name	Flag Agents.
June	25 —	San Francisco	Grace Dollar	Br. Dollar Co.
June	25 3.30	San Francisco	†Taiyo Maru	Jap. T. K. K.
June	27 —	New York via P'ma	Shunko Maru	Jap. O.S.K.
June	30 —	Los Angeles	West Orowa	Am. S. & B.
July	1 —	Vancouver	†E. of Japan	Br. C. P. S.
July	2 —	Seattle	†Pre. Madison	Am. Adl. Line
July	6 —	New York via P'ma	Delagoa Dollar	Jap. N. Y. K.
July	7 —	Franco, Vancouver	Harold Dollar	Br. Dollar Co.
July	7 —	Vancouver	Can. Inventor	Br. B. & S.
July	8 —	Seattle	Shidzuoka Maru	Jap. N. K. K.
July	8 —	San Francisco	†Pre. Cleveland	Am. P.M.S.S. Co.
July	8 —	New York via P'ma	Heffron	Am. P.M.S.S. Co.
July	9 —	San Francisco	†China	Am. China Mail
July	10 —	New York via Suez	Keelung	Br. B. & S.
July	11 —	San Francisco	Siberia Maru	Jap. T. K. K.
July	12 —	Tacoma	Arabia Maru	Jap. O. S. K.
July	14 —	Portland, Ore.	Niel Nielsen	Nor. Lumber
July	14 —	New York via P'ma	Wytheville	Am. Adl. Line
July	15 —	New York via Suez	Robert Dollar	Br. Dollar Co.
July	15 —	Vancouver	†E. of Asia	Br. C.P.S.
July	16 —	Seattle	†Pre. McKinley	Am. Adl. Line
July	20 —	New York via Suez	Cyclops	Br. B. & S.
July	23 —	San Francisco	†Tenyo Maru	Jap. T. K. K.
July	29 —	San Francisco	†Pre. Wilson	Am. P.M.S.S. Co.
July	29 —	Vancouver	†E. of Canada	Br. C.P.S.
July	29 —	San Francisco	†P. Wilson	Am. P.M.S.S. Co.
July	30 —	Seattle	†Pre. Jackson	Am. Adl. Line
July	31 —	Seattle	Yokohama M.	Jap. N. Y. K.
Aug.	3 —	San Francisco	†Korea Maru	Jap. T. K. K.
Aug.	7 —	Vancouver	Can. Freighter	Br. B. & S.
Aug.	13 —	Seattle	†Pre Grant	Am. Adl. Line
Aug.	13 —	San Francisco	†Nanking	Am. China Mail
Aug.	24 —	Vancouver	†E. of Australia	Br. C.P.S.
Aug.	27 —	Seattle	†P. Jefferson	Am. Adl. Line

FOR JAPAN PORTS

June	25	5.00	Kobe	Argun Maru	Jap. O.S.K.
June	25	—	Kobe	Haruna Maru	Jap. N. Y. K.
June	27	—	Kobe	Janus	Br. M. M. & Co.
June	28	—	Moji, Kobe, Osaka	Hakuai Maru	Jap. N. Y. K.
June	29	—	Moji, Kobe	Java Maru	Jap. O. S. K.
June	30	—	Moji, Kobe, Osaka	Chikugo Maru	Jap. N. Y. K.
July	1	—	Moji, Kobe, Osaka	Yamashiro M.	Jap. N. Y. K.
July	5	—	Moji, Kobe, Osaka	Yawata Maru	Jap. N. Y. K.
July	6	—	N'saki, M., Y'hama	Takeshima M.	Jap. N. Y. K.
July	8	—	Moji, K., Osaka	Kumano M.	Jap. N. Y. K.

FOR EUROPE, INDIA, STRAITS, ETC.

June	26	—	London, etc.	C. of Glasgow	Br. J. M. & Co.
June	27	—	Calcutta	Janus	Br. M.M. Cie
June	29	—	Hamburg	Achilles	Br. B. & S.
June	29	—	Bombay	Mirzapore	Br. M. M. & Co.
June	30	—	Hamburg, etc.	Matsuye Maru	Jap. N. Y. K.
July	1	—	London	†Kashmir	Br. M. M. & Co.
July	2	—	Hamburg, ports	Glenlffer	Br. G.L.E.A.
July	2	—	Java and ports	Apus	Am. S. & B.
July	2	—	Liverpool	Demodocus	Br. B. & S.
July	3	—	Hamburg, etc.	Hakozaki Maru	Jap. N. Y. K.
July	6	—	Hamburg, ports.	Alps Maru	Jap. O. S. K.
July	6	—	Hamburg, ports	Atreus	Br. B. & S.
July	8	8.00*	Marseilles	†Armand Behic	Fr. M. M. Cie
July	13	—	Antwerp, ports	Pyrrhus	Br. B. & S.
July	14	—	Bombay	Soudan	Fr. M. M. Cie
July	15	—	London	†Karmala	Br. M. M. & Co.
July	15	—	Liverpool, ports	Oanfa	Br. B. & S.
June	17	—	London, etc.	Kitano Maru	Br. M. M. & Co.
July	18	—	Rotterdam, ports	Oldekerk	Dut. H. C. T. Co.
July	20	—	Hamburg, ports	Calchas	Br. B. & S.
July	22	—	Singapore, Java Marseilles	West Ivan Chambord	Am. S. & B. Fr. M. M. Cie
July	22	—	Antwerp, ports	Elpenor	Br. B. & S.
July	25	—	Liverpool	Keemun	Br. B. & S.
July	27	—	London	†Kashgar	Br. M. M. & Co.
July	29	—	Hamburg, ports	Glaucus	Br. B. & S.
Aug.	3	—	Hamburg, ports	Radnorshire	Br. G.L.E.A.
Aug.	4	—	Marseilles	†Andre Lebon	Fr. M.M. Cie
Aug.	5	—	Antwerp	Mentor	Br. B. & S.
Aug.	10	—	London	†Sardinia	Fr. M.M. Cie
Aug.	12	—	Liverpool	Ningchow	Br. B. & S.
Aug.	12	—	Rotterdam, etc.	Zosma	Dut. H.C.T. Co.
Aug.	15	—	Hamburg	Machaon	Br. B. & S.
Aug.	17	—	Marseilles	†Ambatge	Fr. M.M. Cie
Aug.	19	—	Antwerp	Diomed	Br. B. & S.
Aug.	21	—	Liverpool	Titan	Br. B. & S.
Aug.	28	—	Hamburg	Thesens	Br. B. & S.
Aug.	31	—	Marseilles	†Cordillere	Fr. M.M. Cie
Sep.	2	—	Rotterdam, etc.	Sembilan	Dut. H.C.T. Co.
Sep.	15	—			

FOR SOUTHERN PORTS

June	25	10.00*	Hongkong, C'ton	Chengtu	Br. B. & S.
June	25	10.00*	Hongkong	China	Am. China Mail
June	25	—	Hongkong, C'ton	Taishun	Chi. C.M.S.N. Co.
June	25	5.00	Manila & Hongkong	Arabia Maru	Jap. O. S. K.
June	25	—	Wenchow	Kwangchi	Chi. C.M.S.N. Co.
June	25	—	Foochow	Hsinchi	Chi. C.M.S.N. Co.
June	26	8.00	Foochow	Ningshin	Chi. S.P.S.N. Co.
June	26	5.30	Ningpo	Hsin Ningshao	Chi. N.S.S.N. Co.
June	26	5.15	Ningpo	Hsin Peking	Br. B. & S.
June	27	4.30	Ningpo	Hsin Kiangteen	Br. J. M. & Co.
June	27	noon	S. H'kong, C'ton	Luchow	Br. B. & S.
June	27	—	Keelung, etc.	Kohoku Maru	Jap. O. S. K.
June	27	D.L.	S. H'kong, C'ton	Tingsang	Br. J. M. & Co.
June	28	—	Hongkong	Siberia Maru	Jap. T. K. K.
June	29	2.00	A. H'kong, C'ton	Suiyang	Br. B. & S.
June	29	—	Hongkong & Manila	Pre. McKinley	Am. Adl. Line
July	1	—	Manila, Honkong	E. of Asia	Br. C. P. S.
July	1	D.L.	S. H'kong, C'ton	Sinkiang	Br. B. & S.
July	2	D.L.	Hongkong, C'ton	Kanchow	Br. B. & S.
July	7	—	Hongkong	Tenyo Maru	Jap. T. K. K.
July	13	—	Hongkong, Manila	Pre. Jackson	Am. Adl. Line
July	15	—	Manila, Hongkong	E. of Canada	Br. C. P. S.
July	16	—	Hongkong	Yokohama M.	Jap. N. Y. K.

FOR NORTHERN PORTS

June	25	—	Tientsin	Hsinkong	Chi. C.M.S.N.
June	25	—	Chefoo, N'chwang	Kungping	Chi. C.M.S.N.
June	25	10.00*	W. C'foo, T'tsin	Taksang	Br. J. M. & Co.
June	26	noon	Tsingtao, Dairen	Sakaki Maru	Jap. S.M.R. Co.
June	27	D.L.	Tsingtao	Yingchow	Br. B. & S.
June	27	3.00	W. C'foo, T'tsin	Fengtien	Br. B. & S.
June	27	noon	Antung	Chekiang	Br. B. & S.
July	1	2.00	Vladivostok	Teli	Chi. L. V. Lang
July	1	D.L.	Newchwang	Ichang	Br. B. & S.
July	1	D.L.	Tsingtao	Shantung	Br. B. & S.
July	1	10.00*	W. C'foo, T'tsin	Tungchow	Br. B. & S.
July	4	—	Vladivostok	Shinlee	Chi. S. H. & Co.

FOR RIVER PORTS

June	25	M.N.	Hankow, etc.	Kiangteen	Chi. C.M.S.N.
June	26	M.N.	Hankow, etc.	Poyang	Br. B. & S.
June	26	M.N.	Hankow, etc.	Kungwo	Br. J. M. & Co.
June	26	M.N.	Hankow, etc.	Kiangan	Chi. C.M.S.N.
June	26	M.N.	Hankow, etc.	Kiangbsin	Chi. C.M.S.N. Co.
June	27	M.N.	Hankow, etc.	Kutwo	Br. J. M. & Co.
June	27	M.N.	Hankow, etc.	Luenyi	Br. B. & S.
June	27	M.N.	Hankow, etc.	Changon	Chi. S.P.S.N. Co.
June	27	M.N.	Hankow, etc.	Kiangyu	Chi. C.M.S.N. Co.
June	28	M.N.	Hankow, etc.	Tuckwo	Br. J. M. & Co.
June	28	M.N.	Hankow, etc.	Wuchang	Br. B. & S.
June	28	M.N.	Hankow, etc.	Kiangwah	Chi. C.M.S.N. Co.
June	29	M.N.	Hankow, etc.	Esang	Br. J. M. & Co.
June	29	M.N.	Hankow, etc.	Ngankin	Br. B. & S.
June	29	M.N.	Hankow, etc.	Suiwo	Br. J. M. & Co.
June	30	M.N.	Hankow, etc.	Shengking	Br. B. & S.
June	30	M.N.	Hankow, etc.	Wosang	Br. J. M. & Co.
July	1	M.N.	Hankow, etc.	Whangpu	Br. B. & S.
July	1	M.N.	Hankow, etc.	Kinagyung	Chi. C.M.S.N. Co.
July	2	M.N.	Hankow, etc.	Kiangshun	Chi. C.M.S.N.
July	3	M.N.	Hankow, etc.	Loongwo	Br. J. M. & Co.
July	3	M.N.	Hankow, etc.	Tatung	Br. B. & S.
July	3	M.N.	Hankow, etc.		

M. N.—MIDNIGHT D.L.—DAYLIGHT

*A. M.
†CARRYING MAIL.

Launch Services

TODAY

The tender conveying passengers and baggage on board the T.K.K. s.s. Taiyo Maru, for San Francisco will leave the Customs Jetty at 3:30 p.m.

The tender conveying passengers on board the O.S.K. s.s. Arabia Maru, for Hongkong will leave the Canton Road Jetty at 4 p.m.

TOMORROW

The tender conveying passengers and baggage on board the S.M.R. s.s. Sakaki Maru, for Tsingtao and Dairen will leave the Customs Jetty at 11 a.m.

O. S. K.

PROPOSED SAILINGS FROM SHANGHAI

FOR EUROPE. For Marseilles, London, Hamburg, Rotterdam and Antwerp via H'kong, S'pore, Colombo and Port Said.
S.S. "ATLAS MARU" ..... July 13

FOR NEW YORK. Via San Francisco, Panama and Japan Ports.
S.S. "SHUNKO MARU" ..... June 27

FOR TACOMA & SEATTLE. ViaDairen, Japan Ports, Victoria, & Vancouver.
S.S. "ARABIA MARU" ..... July 12

FOR HONGKONG DIRECT.
S.S. "ARABIA MARU" ..... June 25

FOR NORTH CHINA PORTS. Tientsin & Dairen Via Tsingtao
S.S. "FUKUKEN MARU" ..... July 2

FOR FORMOSA. For Keelung and Takao via Foochow.
S.S. "KOHOKU MARU" ..... July 27

FOR JAPAN FOR MOJI AND KOBE.
S.S. "ARGUN MARU" (Kobe direct) .....June 25
S.S. "JAVA MARU" ..... June 29
S.S. "SEKKO MARU" ..... July 22

OSAKA SHOSEN KAISHA
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Wharf Office. 26 Yangtszepoo Road. ....Phone East 208 and 212.

Large Display Advertisements intended for the Sunday issue of The China Press should be sent in before **5 p.m. on Friday**

North and South China Line

For Hongkong And Manila.

S.S. "WEST KEATS" ..... June 27, 1922
S.S. "EASTERN SAILOR" ..... July 25, 1922
S.S. "WEST KADER" ..... Aug. 8, 1922

From Portland

S.S. "WEST KEATS" ..... June 25, 1922
S.S. "EASTERN SAILOR" ..... July 23, 1922
S.S. "WEST KADER" ..... Aug. 6, 1922

Through Bills of Lading issued to New York, Baltimore, Philadelphia, Charleston, and Boston in connection with fast Intercoastal Liners.

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AUCTION SALES

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LIMITED

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45 Kiangse Road Shanghai
103 Rue de France Tientsin

Phone { Auction Dept. Cent 153 / Fire Loss Adjusting Dept. Cent 6123

AUCTIONS

NEW HOUSEHOLD FURNITURE AND REQUISITES
IN FRONT SALESROOM
On Tuesday next, June 27th at 10 a.m.
SUPERIOR AND ARTISTIC HOUSEHOLD AND OFFICE FURNITURE, LACE CURTAINS AND HOUSEHOLD REQUISITES
Comprising:—

Hall, Drawing Room, Dining Room. Bedroom & Office—Mirror back hat & umbrella stand, Hall table, hall settee, Carved Cherrywood Drawing room Suite, (dragon design), Carved Cherrywood round table, square table, Settee, and Column stands to match, Mahoganystained tapestry covered Drawing room Suite, Round centre table, Writing desk, Jardiniere stands, Curio cabinet, Screen, Teak roll top desk, desk chair, File cabinet, Teak dark stained Sideboard, Dinner wagon, Dining chairs, Screen, Carved bevelled mirror back Sideboard, dinner wagon, Extension dining table, & dining chairs, Mahogany stained Bedroom Suite, 1 Oak Bedroom Suite, fitted with bevelled mirrors, Brass Double Bedstead, Simmons Bedstead, Wooden double bedstead with cane insert, Tapestry unholstered double spring Couch and Arm Chairs, Morriss Rocking chairs, American leather couch and arm chairs, ice chest, Chinese Blackwood Side table, Flower stands, stools, A fine assortment of E. P. ware, Cutlery, Crockery and Glass ware, Fine Toilet Set, Brass jardiniere stands, Mosquito nets, Chinese Porcelains & Brass ware, Fancy Gilt framed Bevelled Mirrors, &c., &c.

also

1 Fine Tone Iron framed Piano by Kock & Korselt
1 Pathe Gramophone and Records, 2 Oscillating table fans 200 volts about 40 pairs White Lace Curtains
Now on view.

NO. 9 MUIRHEAD ROAD.
Favoured with instructions from The Concerned
Will sell by Public Auction within the above premises
On Wednesday, June 28th at 10 a.m.
THE WHOLE OF THE SUPERIOR AND SUBSTANTIAL HOUSEHOLD FURNITURE AND SUNDRIES
Contained Therein

HALL.—Oak mirror back hat & umbrella stand, wire & coir door mats, Peking brass vases, Earthenware flower stands, Stair matting, Brass stair rods, Ice chest &c.
DRAWING. ROOM.— Axminster Carpet, Tapestry upholstered double spring couch, Lady's chairs, Carved Canton Blackwood Table, Carved drawing room Chairs, fire side stool, Flower stands & piano stool, Large brass basin, Teak centre table, Embroidered 4 fold screen, Oval gilt framed bevelled mirror, Cosy corner, Pictures, Vases and Ornaments, Bookcase, Books, Gramophone &c.
DINING ROOM.—Axminster Carpet, Linoleum, Unpolished Teak bevelled mirror back Sideboard, Teak Extension dining table, Teak Dining chairs, Mantel Mirror, Oak Glass ware cabinet, Arm Chairs, Lace curtains, Fire brasses, Brass vases, E. P. ware, Cutlery, Crockery, Glass ware &c.
BEDROOMS.—Mat Carpets, Bevelled mirror door Wardrobe, mirror back Dressing table, Chest of drawers, Marble top Washstand, Brass double bedsteads, Toilet crockery, Teak Carved double bevelled mirror door Wardrobe, Dressing table, Chest of drawers, Washstand and pedestal to match, White enamelled single bedstead, Lacquered revolving cabinet, Blankets &c.
Good Electric fittings throughout
also
1 Fine tone iron framed Piano by J. Demmer. (reconstructed by Moutrie)
1 "Grand Wedge-wood" Cooking Range
On view Tuesday the 27th.

IN REAR SALESROOM
Wednesday June the 28th Commencing at 10 a.m.
USEFUL HOUSEHOLD FURNITURE, LADIES & GENTS CLOTHING AND SUNDRIES.
Comprising:—

Brass mounted double bedstead with wire mattress, LARGE ASSORTMENT OF LADIES & GENTS CLOTHING. Boots & shoes, White enameled brass mounted double iron bedstead, Single brass mounted bedstead, spare mattresses, EXCELLENT ASSORTMENT OF GOOD BED & TABLE LINEN, Garden tools, Electric toaster, Table & Ceiling fans, Commodes, VIOLIN, Cooking & Heating stoves, Ice cream freezers, Small tables, Night tables, Wardrobe Chest of drawers, Sideboard, Dressing table, Lawn mower, Brass finger bowls, Flower basket. Cruet stand, Carpets, Rugs, matting, Skin Rugs, Books & Novels, Travelling trunks & Boxes. Camphor trunks, Leather suit case, Thermos flask, ICE CHEST, Canvas folding bed, Green tapestry covered sofa, Pictures & Frames, Wall mirrors, Crockery & Glassware, Chinese Lantern, Ironing board, Meat safe, Dining table, Dining chairs, Dinner waggon, Overmantel, Soochow bath, Cellerette, Gramaphone records, Rattanware, Curios & ornaments, Cooking utensils, and a long list of sundries Etc. Etc.

On view Tuesday

SUNDRY GOODS
IN REAR SALES ROOM
On Wednesday, 28th. June At 2.30 p.m.
The Following Goods

3 Cases hair Lotion, 15 Kegs Galvanized Nails, 20 Dozen Picks, 20 Dozen Carpenter's Pincers, 2 Cases Egyptian Cigarettes, 1 Case Wire Mesh, 4 Kegs Amanil Skyblue 2G, 1 Case Meat Choppers, 1 Case Accumulators, 130 Tins Litho Ink, 18 Dozen Coir Door Mats, 3 Kegs Hydrosulphite of Soda, 3 Cases Belgian Perserved Vegetables, 2 Dozen Salvarsan (606), 2 Rolls Rubber Filled & Covered Electric Belting, 2 Kegs Leaf Tobacco, 4 Cases Leather Renovator, 3 Cases Motor Oil, 1 Tin Imperial Boiler Oil, 96 Oil Stones, 53 Clippers, 2 Cases "Hammermill" Bond Paper, 1 Case "Blandford" Bond Paper, 58 Nail Straightening Devices, 142 Oil Gauges, Paint, Sanitary Commodes, Punches, Steel Files, Blocks, Pipe Cutter, Vice, Shovels, Inks, Coir Fenders, Motor Car Tool Bags, Electric Apparatus, Soldering Clubs, Reserve Electric Heaters, Stamp Pads, Straw Hats, Hair Pins, Brooches, Tooth Powder, Pencils, Money Purses, Needles, Buttons, 50 Dozen Socks, etc.,

On view Tuesday

171 DIXWELL ROAD
Favoured with instructions from The Concerned
Will sell by Public Auction within the above premises
On Thursday, June 29th at 10 a.m.
THE WHOLE OF THE SUPERIOR AND SUBSTANTIAL HOUSEHOLD FURNITURE AND SUNDRIES
Contained Therein

HALL.—Mirror back hat and umbrella stand, Linoleum, Arm chairs, Engravings, Mahogany card table, hat rack, Bronze incense burner, Porcelain vases, Coir mat, Linoleum on stairs, Heavy Brass stair rods &c.
DRAWING ROOM.—Saddle bag couch and arm chair, Drawing room chairs, Mahoganystained inlaid centre table, Mantel mirror, Lace curtains, Music cabinets, Blackwood table, Blackwood marble top flower stands, Blackwood Carved Curio Cabinet, Brass fender, Large Brass Incense burner, Vases, Ornaments, Carved Ivory figures, &c.
DINING ROOM.—Oak Sideboard, Dinner wagon, Oak Extension dining table, dining chairs, silver ware cabinet, Engravings, American cloth covered sofa, arm chairs, Marble clock, Good E. P. Ware, Cutlery, Crockery, Glass ware, Ice Chest &c.
BEDROOMS.—Mahogany stained Bedroom suite, Simmons Bedstead, White Enamelled cot, Brass mounted Iron double bedstead, Pictures, Sofa, arm chairs, Oak Bedroom Suite, White enamelled mirror door wardrobe, Dressing table, Chest of drawers, washstand, Linen Cupboard, Oakstained Mirror door wardrobe, Mirror back dressing table, Chest of drawers. Round table, Rattan Chairs &c.
PANTRY AND KITCHEN AS USUAL
Good Electric fittings throughout
On view Wednesday 28th.

AUCTIONS OF CARGO
OUR NEW CARGO AUCTION ROOMS MEASURING ABOUT
40 ft x 40 ft and 15 ft high
LIGHT-AIRY-AND-ATTRACTIVE ARE NOW OPEN AND BEING WELL ATTENDED. CARGO (SOUND OR DAMAGED) OF ANY KIND RECEIVED AT ANY TIME AND SOLD IN AUCTIONS HELD EVERY WEDNESDAY
at 2.30 p.m.
L. MOORE & CO., LTD.
No. 45 Kiangse Road

W. Funder & Co.
Auctioneers, Real Estate Agents, Adjusters, and Appraisers
Having been favoured with instructions
FROM THE CONCERNED
Will sell by Public Auction
AT NANKING ROAD JETTY
On Saturday, the 24th June
at 12.15 Noon
OPEN MOTOR BOAT
"Captaine Guynemer"
18 feet fitted with 12 H. P., "Aldays & Onions" (English) engine with Bosch high tension magneto, guaranteed in excellent running order, burns kerosine and gasoline. New silk cushions, and new folding awning.
Now on view
NANKING ROAD JETTY.

W. Funder & Co.
Auctioneers, Real Estate Agents, Adjusters, and Appraisers
Will sell by Public Auction within their Salesroom
49 KIANGSE ROAD
On Tuesday, the 27th June 1922
At 10 a.m.
HOUSEHOLD FURNITURE AND SUNDRIES
Comprising:—

Silk tapestry covered drawing room suites in teak frames, jardiniere stands, centre tables, China blackwood arm chairs, square tables, opium couches table screens, letter files, desks mahogany stained and white enamelled bevel-edged mirror back bedroom suites, Underwood & Remington Typewriters, Brass mounted double and single iron bedsteads, imitation leather covered double spring Chesterfield couch and easy chairs, curtains, pictures, vases, a quantity of second-hand gent's & lady's clothing, ornaments, etc.

also

Two 2-blades electric ceiling fan, 200 volts
One 4-Blades electric ceiling fan, 200 volts
Large and Small ice chests
One Gent's bicycle

On view Monday

Noel, Murray & Co.,
LIMITED
Acting under instructions from
THE CONCERNED
Will sell by Public Auction
at the
Shanghai & Hongkew Wharf Co.'s Godowns Nos. 19 and 86
On Thursday, the 29th June,
Commencing at 2.30 p.m.
2,000 Bales Press Packed Indian Cotton, slightly damaged by water, ex. S.S. "Japan," and S.S. "Nerbudda."
On View from Wednesday, the 28th instant.

Auction of Sundry Cargo

Noel, Murray & Co.,
LIMITED
Will sell at Salesroom
On Monday, the 26th June, 1922,
Commencing at 2.30 p.m.
A LARGE QUANTITY OF

New Towels, "Torchor" White Lace Selon Cotton and Hair Belting Solid Woven Cotton Belting, Oil Stoves, Enamelled Ware, Steel Shovels, Striped Shirting, Fancy Woollen Suitings, Iron Washers, Leather Belting, Rubber Hose, Shoe Polish, Wire Nails, Congoleum, Pond's Vanishing Cream, Egyptian Cigarettes, Cylliso "Throat Pastilles, Photo Supplies, Drawing Instruments, Electric Batteries, Cameras Dental Engines, White Paints Packing, Chrome Willow Sides, Box Calf and Hides, Black Leather, Kid Leather, Drugs, Medicine, "Piper Heidsieck" Champagne, Absinthe Pernod, Sparkling Wine, Burgundy, French Vermouth, "Grand Prix" Champagne, etc.

also

5 Bales Mosquito Nets.

On View Morning of Sale.

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Try it 3 days; if you are not satisfied
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EUREKA COOL CLOTH keeps clean, wears like iron, looks expensive yet is priced reasonably and above all KEEPS COOL.
Perspiration leaves no marks on EUREKA COOL CLOTH: it does not wrinkle: Comes in a variety of colors to match every style. This cloth is well known in America and is now imported into China especially for
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Meteorological Reports

June 25, 1922.	June 23. 16.00	June 23. 21.00	June 24. 4.00	June 24. 9.00
Sun rises today at 5.0	(120 EGC)		(120 EGC)	
Sun sets today at 19.6	29.63	29.63	29.66	29.63
Barometer (inches)	†0.02	†0.02	†0.01	0.00
(variation for 24 hrs.	−0.02	0.00	†0.03	0.00
at 32° F. (variation for 12 hrs.	WNW	NW	S	S
Wind—direction	14.9	1.2	3.7	3.1
Wind—miles per hour	84°0	72°5	73°1	16°6
Temperature (Fahr.)	SICCAWEI			
Humidity %	62	95	97	90
Nebulosity (0 to 10)	7	2	9	10
Barometer (mean 4 obs.)	—	—	—	—

SICCAWEI ABRIDGED REPORT

June 23.	Mean.1922	24 hrs. Variation	Previous average same period
Rainfall (inches)	29.66	†0.04	29.69
Temperature (Max. 70°2) (Fahr.) (Min. 85°4)	77°8	†1°6	75°0
Total rainfall, since Jan. 1 to midnight before last (inches)	16.73	0.00	20.57

Share Market

In their weekly report on the share market, Messrs. J. P. Bisset and Company write as follows:

During the past week business has again been dull and quotations generally, except for investment stocks, have gradually eased off until after the opening today, when a steady demand for the local Cotton Mill Shares set in but at present quotations there are no sellers.

The London market shows little change and the following are the latest selling quotations cabled to us during the past week by our London friends:

Chinese Govt. 5% Reorg. Loan 1913—British Issue £77.10.0.
Chinese Govt. 5% Reorg. Loan 1913—French Issue £74.10.0.
Chinese Govt. 5% Reorg. Loan 1913—German Issue £70.0.0.
Chinese Eng. and Mining Ord. "B" £3.8.9.
Shell Transport and Trading Co. Ord. "B" £4.17.0.
British-American Tobacco Co. "B" £3.18.3.
Shanghai Electric Construction Co. "B" £18.12.6.
Gula-Kalumpong Rubber Estates 17s. 9d.

N.B.—The above quotations are the selling quotations unless otherwise stated.

Silk Market

In their weekly report on the silk market, Messrs. William Little and Company write as follows:

Our last report was dated June 16.

White Silk.—The market continues quiet but steady.

Tsatlee Filatures.—Kung Kee Mars. 1. Tls. 935.

Steam Filatures.—A few transactions are reported at about former rates.

Yellow Steam Filatures.—Business has been done on basis of Tls. 1,200 for Shantung Best.

Cables from Japan quote Sinshui No. 1 Tls. 1,950 with a firm market.

Our annual report and statistics goes forward by this opportunity.

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MAGAZINE

The China Press

大陸報

AUTOMOBILES

SHANGHAI, SUNDAY, JUNE 25, 1922

Bruce Hopper Takes Us Through "China's Back Door"

By Bruce Hopper

XIV

"Chin Chiang Kai
on the Yangtsze,
"April 18th.

"Here we are! The great Yangtsze, river of the golden sands, seems fairly low. Last night we thought we were eight miles from the river, but we reached it this morning in half an hour. We were delighted, much as Roosevelt must have been when he discovered the River of Doubt. Forthwith we took a swim.

"The Yangtsze has been our objective since we left Calcutta six weeks ago. There she was, flowing swiftly with an occasional rapid. The path leads through the loose sands of the river bed for about five miles to the ferry. We crossed in a small boat, as the mules and luggage had to wait for the scow, then engaged in transporting a caravan from this side.

"We immediately opened negotiations for a boat to go as far as Macheng, about one hundred miles. The prospective pilot went off upriver a day's journey to get the tub (at least, we imagine it's a tub). He will be back tomorrow afternoon, during which interval all operations cease save swimming, eating, sleeping and reading. Life would be a song, were it not for the flies and the insatiable curiosity of the natives who have never seen foreigners, we are told.

"The white water of the Upper Yangtsze is cold, but not too cold for pleasant swimming. There are fish, so we will get our lines out—big channel catfish. If Gus were only here, he would have a glorious time, loafing."

A BARGAIN AND ANOTHER

"April 19th.

"What a time we are having! Bargaining for a boat and a crew. A Shinto feast day is on, which means we cannot leave for four days. The bark used for caulking the leaks can only be obtained in the mountains two days away. Thus far, bribes have failed to induce a messenger to fetch the necessary fibre.

"I crossed the river this morning to see the owner of the boat and after haranguing him and the village elders for two hours closed the sale for twenty-one Yunnan dollars, including two extra oars which are broken. I brought the thing back to this side and called all the mafoos to help beach her. Just then, down the river came another boat loaded with fuel wood, a strong craft. We tried to get the savage old boatman to consider taking us to Macheng, but he is afraid of the rapids as are all the other local watermen. They paddle around in quiet water, but the rapids know them not.

"Finally, we made a bargain to buy his boat for forty-five dollars, on which basis he allowed us for the value of our first purchase. That took the rest of the morning. We are now awaiting developments with three Shan boatmen from San Tui Tzu as a crew."

"7 p.m.

"We have been having a Hell of a time. We sold the first boat, or rather traded it in on the second one. The three Shans wanted fifty dollars for four days' river work. We got them down to twenty-five. I had to put a false bottom in the boat myself. A terrific dust-storm was blowing at the time, with the unfortunate result that a plank landed on my head, causing the multitude much raucous mirth, but I thought I was dead."

WAITING AS USUAL

"April 20th, 6 a.m.

"We are waiting as usual for the confounded Orient to get through the morning rites. The boat is loaded. The sun is up. The river smooth as a mill-pond, showing the reflections of the mountains. All is set! The Upper Yangtsze flotilla is hereby floated. La Salle with his Mississippi expedition preceded us only by several centuries in the lure of unknown country and strange people."

"8 a.m.

"We have shot five rapids already and are about six miles from Chin Chiang Kai. The last one was in a gorge, the cliffs rising sheer for five hundred feet.

"The boatmen work in a frenzy upon entering a rapid to clear the rocks. Then the downrush of the water catches us and away we go like a cork. The water splashes over the gunwales, making baling a hardship. After getting into quiet stream, the water begins to sing under the boat, which sound the Shans declare is the voice of the Water God, Shen-shui. They immediately start supplications to the God for a safe journey to Macheng. They were the only boatmen in all that upper region who were willing to undertake the journey.

"Chung, our interpreter, thinks it is fine, much easier than riding a mule. Our affected nonchalance keeps up his morale. The real 'hard' person is Lo Ma, our cook. He has been washing vegetables, in rapids and out, thinking only of his next opium pipe. Lo Ma cares but little how he travels or to what end so long as he gets his pipe. He is a wonder and Szechuenese.

"Gus is missing the grand loaf of his life. He is now perspiring over the gutting paving stones on the thirteen-day road to Yunnanfu. We shall have left Macheng before he gets to Yunnanfu. Won't he be sore!"

NO. 14 IS A FURY

"9 a.m.

"Now fourteen rapids passed, big ones. The rush hits the stern, spins us completely, head up-stream then down. The rocking of the boat is like shooting the chutes. Rapid No. 14 was a fury, waves ten feet high tried to crush in the sides. We bobbed like an egg-shell. The boat is still hanging together, and the sun is getting hot."

"10 a.m.

"Rapid 16 was terrific. We all had to get out one-eighth of a mile above, but Flash, the foxey bird, stayed near the boat. When the stores were stacked and covered with tarpaulin, he got in, nor could all the Shan eloquence and wrath of the Water God drive him out.

"I was waiting at the greatest fall to see the boat pass. I saw a speck in the foam, a blur, and it was gone; then a glimpse of Flash's white helmet, which he was holding with both hands; then nothing more. The Shans pulled up to the rocks below the fall where I found them after clambering over the sharp rocks as sure-footed in my grass sandals as a mountain-goat. The walk around Rapid 16 is tortuous, but these grass sandals are tricks for the chipmunk rock-to-rock sort of locomotion."

"10:25 a.m.

"We are just passing the tiny village of Pichang about twenty miles from Chin Chiang Kai. The village has about fifteen houses made of slats and is two hundred feet above the water. There are naked cliff dwellers along the walls of the gorges, but these are the first houses we have seen this morning. The mountains are precipitous and sparsely dotted with buck brush."

"A BOUNCING BABY"

"11:15 a.m.

"Wow! Rapid 24 was a bouncing baby in a defile. One oar broke, and the races swept us on toward the rocks. The other three oars worked like mad. We just grased the shelf. Everyone is drenched. Our blankets and books are saturated."

"12 Noon.

"Rapid 28 was carbolic acid passing off for milk. It looked innocent enough, but when we got into the eddies and cross-currents we seemed to go in all directions at once. We were sucked into a small whirlpool and decided the Water God knew more than we did. The Shans rowed and yelled like demons for fully five minutes, and finally the head of the boat was caught by the main down-current.

"Rapid 29 was a raging waterfall, with a powerful whirlpool at the foot which we just skirted. There is a tiny Lyso village at this point. In fact, most of the savages along the cliffs are Lysos.

"Rapid 30, the worst of the morning, is about one mile long, with a tremendous sweep toward a jutting rock point. The boat got locked between the down-rush in the stream and the backwash from the cliffs. We just bounced there for ten minutes, shipping water, while the passengers baled and the Shans heaved on the oars and prayed to the Water God. I am beginning to believe in that little god myself. Chung is sea-sick. Lo Ma looks green, but Flash and I are cheerful and hungry."

MEMORIAL TABLET FOR CATHEDRAL

Advices from England bring word here that the beautiful piece of sculpture designed for the war memorial in the Shanghai Cathedral has just left the studios of Messrs. Harry Hems & Sons of Exeter and is now en route to Shanghai.

The subject chosen shows our Lord as the Great Sacrifice, with pierced hands outstretched, comforting the widows and fatherless children who kneel appealingly at his feet. On either side, detached by a floating cloud, are groups of soldiers in full uniform, in the act of making the Great Sacrifice. Around the dying heroes are the ethereal forms of ministering angels holding the Cross of Civorty and wreath of laurel.

The sculpture is an entirely original conception. It is more than eight feet wide and the group comprises twenty-three figures in relief.

-:- Chin Chin -:-

Nantungchow is a city without street corners. Like Mr. Einstein's theory of relativity you just think there are corners in existence. Your flivver driver from the w.k. and beppy Mister Loo's garage proves they don't exist by going slap bang down the thorofare—and then you find yourself going off at a right angle.

* * *

The Chinese chauffeurs who drove the American delegation to Chang Chien's birthday party follow Mr. Einstein's theory, and one of the British delegation requested his chauffeur to take at least two minutes for the next mile.

* * *

Loo, the flivver king of Nantungchow, has translated automobile proverbs into Chinese for the edification of his drivers. Translated back again they read:

"Still motors run sweet."

"A soft tire turneth away cash."

"While there's gas there's hope."

"To speed is human; to get caught fine."

"Spin and the world spins with you; stall and you stall alone."

* * *

KINGLY RHYME

Romance has been walloped off the boards. In ye olden days land grants were often couched in rude rhymes, most likely to make them easily remembered when few men were capable of reading their own title deeds. Nowadays they can't read them either because of the 'ifs' 'whereases' 'ands' 'be it there understood' 'party of the first part' et celery. But just give this poetic land grant, written by William the Conqueror himself, the once over:

From me and from mine to thee
and to thine
While the water runs and the sun
doth shine;
For lack of heirs to the King
again,
I, William the King, the third of
my reign,
Give to the Norman Hunter
To me that art both lief and dear,
The Hoppe and Hoptown,
And all the bounds up and down,
Under the earth to hell,
Above the earth to heaven,
From me and from mine,
To thee and to thine,
As good and as fair
As ever they mine were.
To witness that this is sooth
I bite the white wax with my
tooth.
Before Jugg, Marode and Margery,
And my third son Henry,
For one acw and one broad arrow
When I come to hunt upon
Yarrow.

* * *

The California Congress of Mothers have voted to ban all games of chance. Bridge, however, was not a game of chance, but of skill, they ruled. The decision was probably arrived at through the w.k. fact that skill hasn't got a chance in a game when you have a dumb belle for a partner.

* * *

KINGS AND STARS

*As they came from the East
Following a star,*

*One said:
The sun burns
And the moon changes,
But stars are faithful.*

*One said:
They shine in all tongues,
Everywhere.
By starlight there are no borders.*

*One said:
The world widens
By starlight,
And the mind reaches;
Stars beget journeys.*

—John Erskine.

* * *

"The Chinese," A. Dumb Bunny remarked to Don Patterson, who cometed by flivver over the country-side in the same motor car, "are the most sensible in the world when it comes to naming a man."

"How come?" asked Patterson with considerable surprise.

Dump merely pointed to the sign over a shop we were just passing. It read:

"Two-I—Photographer."

* * *

Two-I, it might be added, is also the Nantungchow dentist. He also uses both hands.

* * *

REMARKABLE REMARKS

"Our sailors will be still safer when world prohibition becomes a reality and they go into dry dock at every port they enter."—The Young Lady Across The Way.

"Hell's furies are not so bad."—Sir Conan Doyle.

"The future of Europe, we apprehend, is more Red than rosy."—Columbia Record.

"Solomon was only one-seven hundredth in love with Pharaoh's daughter. But that's not what he told her."—Helen Rowland.

Now we know the answer to "Death, where is thy sting?" Sir Conan Doyle says that in Heaven everybody works and is always busy.

* * *

"Europe is seemingly of the opinion," says the Norfolk Pilot, "that it must remain unhealed until America heels it."

Yep, and America has the sole!

* * *

What everybody thought was a chop suey menu in the American papers turned out to be a new Chinese cabinet list, according to the American Lumberman. Let's see, that probably was when they named Chow premier.

* * *

And unable to get away from the tantalising subject of spiritualism didja notice where Sir Conan also declared there were no flappers in the other world. That despite the fact that they've always promised us wings.

LARRY

How To Lure The Social Upstagers

By Ring W. Lardner

Will I have not made no secret of the fact that they's a liberal amt. of children in this family still the reader will half to admit that I been pretty good about not bragging about them, telling their bright sayings and etc. But it sometimes happens that 1 of them will pull a new idear which they thought up all by themself and it is generally always a idear which it would be a benefit to mankind in gen. if they knew about same and in such cases I feel like it is my duty to make same public so as others can profit by same as well as myself and children

Well the other day the boys come home from school and Bill which is 6 yrs. of age made the announcement that 3 of his friends was comeing over that P. M. to play.

"Jack Cummings and Peter Smith and Boody Fowler will be here," he says, "and we are going to have a lot of fun. But I had to do a trick to get them to come because they didn't want to come."

So I asked him what was the trick.

"Well," he says, "I told them we had a radio at the house."

So I said that was a fine idear, but what would the boys say when they got here and found we didn't have no more radio than a rabbit.

"Well," he says, "they will be here then."

So sure enough the 3 young visiters arrived on the seen and Bill had to tell them we didn't have no radio and one of them says well then let us play ball so they went ahead and played ball and had a good time and only a few blows struck.

Well friends it looks to me like the trick was a stroke of genius on Bill's part and it is a trick which any and all of us can put off and will go a long ways towards eliminateing social barriers and establishing more friendlier relations between familys in different walks of life.

ADAPTED TO HOLMES

Like for inst. suppose we have got a neighbor named Holmes and they are a little bit up stage and don't want nothing to do with us but we are crazy to mingle with them. Well we call them up some night and ask them over to shoot craps or something. So Mrs. Holmes says she is sorry but they can't come on acct. of having arranged to go in town to a show.

So then I say I am sorry too because Geraldine Farrar is going to be here and she has promised to sing for us. So then Mr. Holmes says well if you will allow me to change my mind why maybe I can get rid of our theater tickets and we will be over about ½ past 8.

So about a ¼ past 8 a big high power Ford drives up to the door and the Holmes step out and pretty near kiss us. We set them down in the parlor and stall around a wile and pretty soon Mrs. Holmes asks what time is Miss Farrar going to show up. So then I tell her that I am terrible sorry but Miss Farrar phone about 20 minutes ago to say that she was haveing a operation for mastoids and would be laid up for maybe 3 mos.

By this time it is too late for the Holmes to go somewheres else and you get them in a game of craps or pinochle and treat them friendly and maybe tell them a couple stories and they make up their mind that you ain't so bad after all and maybe the next time they will come over without no decoy.

THE BAUERS CAPTURED

Or say that they's a family named Bauer that has got the entry to Great Neck society but they been acting like you was the pest house and some night you call them up and say you wished they would come over as you have just recd. a couple bbls. of 6 percent beer.

So they come over and you leave them setting around for 2 or 3 hrs. nurseing their thirst and then you ask them would they like a drink and they say yes and by that time they are so dry that they will be tickled to death when you slip them a pitcher of ice water.

If Mr. Bauer is rude enough to remind you of the beer you can tell him that the kiddies broke in the icebox and drunk it all up but you are expecting another couple bbls. in a wk.

In this way you can have the Bauers at your home once a wk. frothing at the mouth wile the rumor spreads around Great Neck that you have been took up by the Bauers.

But the pretty part of my kid's trick is that it works both ways. Like for inst. suppose you are called up some night by the Tuckers who ain't nothing on Long Island and you don't want nothing to do with them and besides that, on this particular night you want to stay home and

(Continued on Page 3

Noah Was Right, Say Water Dwellers Here

By Irene Corbally

WHEN Noah unwittingly established a world's record for houseboating endurance, he did something else. He set an example which the Chinese have followed, overtaken and left panting far in the rear.

Whether the fondness of a considerable portion of China's population for life on the river ripples is responsible for the network of canals and waterways that intersects the country, or whether the combination Holland and Venetian waterworks have oozed over the land and magnetically extracted the inhabitants therefrom, is yet to be worked out. At any rate, China is better supplied with waterways, both natural and artificial, than any other country in the world, except, perhaps, tiny Holland.

For those who doubt that Noah gave the Chinese the hunch for living on the broad bosom of the waters, there is the alternative belief that the Chinese first received their ideas on boats from heaven-dropped leaves floating on the water. Whether this is true or not, it is a fact that the boats of China may now be compared, in number and variety, to the leaves of the forest.

ADVENTURE WANES

It has been said that there are more boats in China than in all the rest of the world put together. Anyone who has, for example, tried to make a 9 o'clock Monday morning appointment in Shanghai on a launch-towed houseboat that left Soochow at 3 o'clock Sunday afternoon, has no doubts about it. They form a veritable blockade to the progress of anyone who wants to get anywhere in even a moderate hurry.

But in proportion as the boats have increased, the adventurous spirit that launched the first craft and sent them sailing from the shores of Cathay into the mysterious unknown seas in the third century before Christ, has waned. Now a trip from Shanghai to Amoy, or just along the home shores of China, is a real undertaking.

The sampan delegation that gathers in Soochow creek makes that waterway a pulsing artery of congested life. At times, the congestion of boats so binds and chokes the artery that there is left not a suggestion of the life stream of turbid water flowing underneath, except in a thin trickle down the middle, between the aisles of boats, like a grey tape marker that has trailed through a muddy street.

This river and water life is just another instance of what to the Westerner is the topsyturveydom of China. Elsewhere in the world, hardly anyone actually lives on the water unless he is in the navy or the merchant marine and then it is not for always.

But the Chinese boatman follows his father's trade and, for his children, life begins and usually ends, on the water.

"MANNED" BY WOMEN

The mode of life on the water, too, is vastly different from that on land, and there is one thing after another that is done just backwards to accepted Western notions.

Most of the smaller boats are "manned" by women. When they take a turn off from the oars which, unlike ours, are in two pieces, joined in the middle, they repair not to the galley forward to cook the family meals, but to the stern where the Chinese ship's kitchen always is. Likewise, when there is a rest period called, the boats are hauled up on shore, stern foremost. And of course everyone knows that the Chinese compass which is more than 800 years old, antedating all the compasses of the Western world, always points, contrariwise, to the south.

Returning to Soochow creek which furnishes Shanghai tourists on the Garden Bridge with plenty of conversation for the return voyage on which they will bore neighboring steamer chair victims with "My trip to China and what I learned of the strange habits of the Chinese," there will be fewer houseboat trips this season. The reason as learned from authoritative sources, is that there has been more congestion in the creek since January of this year than in the preceding twenty-four years. It has taken the "daily express train," of the parent steam launch and its eight or nine hooked-on craft of freight boats, flat-bottomed barges, houseboats and anything else, three and a half days to traverse a distance in the creek near Shanghai which formerly could be accomplished in one and a quarter hours! There are, in the neighboring waters around Shanghai, 60,000 to 70,000 people living afloat, and passengers on the "train" were willing to bet a year's winning at mah-jongg that the whole 70,000 were in that section at that time.

If anybody expects to get anywhere up-creek on a week-end and will just remember the foregoing, and remember, too, that there has been a 700 percent increase in the number of boats in the past 20 years, he'll postpone his week-end trip until he has a six months' holiday to devote to it.

THEY DO MORE

There never seems to be any appreciable moving of boats at all, judging from the viewpoint of the casual onlooker from the bridge. The sampans and their occupants all look so much alike that even if there were a complete change over night no one but an expert in physiognomy and watercraft would recognise it. The river police, however, who patrol the creek as far up the Jessfield railway bridge, besides sweeping the harbor from near Woosung to the Pagoda, know every boat by sight. A keen observer, passing several times a day and so attuned to slight changes below, will notice that about an hour before flood-tide there is a general move toward the action on a sampan that corresponds to anchor-hauling on an adult vessel. Then, as the tide begins to come in, there is a slow, sure and quiet exodus from hence in the direction of upstream and tomorrow's or next week's business there.

The Chinese who derive their living from carting produce to market, and from acting as transportation agents generally for the various commodities that are used in the manufactories that line the banks of the creek now in the gradual transformation of Shanghai into a prosperous industrial and manufacturing center, have solved the housing problem.

The ability of the Chinese boatpeople to carry on the various activities of life that the Westerner needs a whole house or many-roomed apartment for in a little two by four sometimes uncovered section of a rotting shift boat is unparalleled except perhaps in the case of the peasant immigrant to America who can take his family of eight or ten and get by for several years of climbing toward success in a one-windowed or no-windowed, dark, frequently foul-smelling room of a tenement.

REAL RIVER FOLK

There are no foreigners here who know the river life of Shanghai better than the river police who are real "river folks" themselves, inasmuch as they live in a comfortable, police hulk, now a glorified houseboat converted from a man-o'-war. The police hulk, which lies opposite the Customs Jetty on the Pootung side, is the river fire-station, police station, and general home and headquarters of the Shanghai river police, an organisation of 16 foreigners and 12 Chinese which goes to fires along the river, is on the spot investigating collisions, chases salt smugglers and river thieves, and, in general, keeps order and enforces the law on the river and in the creek.

The police boat was converted to its peace-time condition from a man-o'-war, twenty-nine years ago. In that time she has never been in dry dock once and hasn't leaked more than half a pint of water a year. She came to China before the Suez canal was built, sailing to the Orient, as did all the old-time vessels around the Cape of Good Hope. Now, her sailing adventures like the Marco Polo stories of the voyages of the ships of old China, are only a memory. Her present adventure is quiet service, being there when needed.

Five O'Clock Confections

By Lady Duff-Gordon

LADY DUFF-GORDON, the famous "Lucile" of London and foremost creator of fashions in the world, writes each week the fashion article for this newspaper, presenting all that is newest and best in styles for well-dressed women.

Lady Duff-Gordon's Paris establishment brings her into close touch with that centre of fashion.

By LADY DUFF-GORDON.
("Lucile")

THE tea hour hath its charms. It is the occasion when a budding friendship may be linked more securely over the tea cups.

But delightful as the tea hour becomes as a social function, it puts its claim on art as well.

Today I am showing you three confections; each assembled to adorn milady's figure.

Silver brocade is the foundation material of the tea robe with snug bodice and wide sleeves. The drapery is of sheer chiffon, looping once at front and weighted by a length of crystal fringe at the bottom. From the back, there trails a train of the brocade to give a line to the robe in keeping with the wide sleeves.

If you are tall, but inclined to be stout above the waistline, the tea robe of georgette with its crossed bodice and string adornment at front, will be a splendid selection. The sleeve ends, train and bottom of skirt all boast wide metal lace finish and give a note of association to the streamers of metal cloth at front that sway so gracefully from the waistline.

Less informal, yet equally appropriate for the five o'clock tea time, is the other frock of chiffon with its very wide and long sleeves each boasting a band of exquisite embroidery in heavy silk rope.

Over the foundation of embroidery chiffon is draped a length of soft silk, forming an artistic tunic of uneven line. You will see that one point of this tunic drapes below the underskirt so that the long sash effect is not ignored.

FASHIONS

White Lingerie Blouse Returns To Fashion

Would it interest you to know that in a letter from France, written by a woman who keeps in touch with things women wear, which is more important than what the dress-makers create, she says: "The spring weather brought out the world and his wife to the races and the crowd was eager and impetuously curious to see what smart women wore as in contradistinction to what been offered. Often there is a gulf fixed between the two. So prevalent were suits that it was quite evident the while lingerie blouse not only would, but had, returned to fashion. The difference between it as it was and as it is lies in the flowing cravat that often drops to the waist; this is of black satin as a rule, but again it is in French blue, apple green, mauve, purple, gray. Ribbon with a picot edge is preferred. Don't fail to impress that incident upon the American public.

"Lots of short jackets were worn. One sees them in town as well as at the races. Unusually long skirts are universal, sweeping the ankles. Some separate capes there are, but not as many as for the two past seasons. Many of the smart women and mannequins who represent smart houses are wearing a short jumper jacket of white ermine. It is quite the thing. It is often open down the front to show the frock itself, not a blouse.

JACKET OF CREPE

"There is another sensational jumper jacket of beige crepe, which is not opened in front but fastened to the neck. It has a deep shoulder yoke, which is a prevalent feature in all sorts and conditions of gowns. It is tightened at the hips with a broad band. The trimming is of monkey fringe, of which Paris women never tire. This jumper jacket is worn with a separate skirt of deep blue kasha.

"It is quite evident also that the French are not weary of beige, for they are embarking on a sea of it this spring with the happiness they gave to it the first season. One of the best suits worn about town, which means in the Bois in the morning, at the races in the afternoon and shopping at noon, is of beige cloth entirely covered with fine tucks going across the fabric. The skirt touches the ankles, there is a diversity of line at the sides, the jumper jacket has a rolling collar and revers of the plain cloth, a narrow belt, long sleeves, and the white lingerie blouse beneath has a most pretentious frill cascading down the front.

"The cape jacket is smart, much smarter than the frock with the separate cape. There is a good and conspicuous one going the rounds of the gay life here which is of black crepe with a formal, decoration border of white beaded embroidery. The frock is slim in silhouette, although the skirt is amazingly full and long. The cuirass jacket is fastened in front and has a high collar—so many frocks have this, even in this warm spring; the flowing cape is placed into the armholes at the shoulder line, then flings itself away in order to show sleeves which appear to be entirely of white crepe embroidered in black beads. They are wide and wrist length.

"The introduction of the girlish jumper jacket and the straight high collar are two features of first importance. No keen observer escapes them."

No one seems to be quite sure of the prestige of beading, so whenever word comes from Paris that any kind of costume is beaded those who like beads or have them to sell use it as an argument for the sale of gowns that are covered with this most ancient and constantly revived form of ornamentation.

One of the most popular evening frocks of the early season, which appears in several colors, including black, has straight lines of glistening white crystal beads placed so close together that the entire surface of the fabric takes on luster and character. This ornamentation is the only thing that attempts to make the frock conspicuous, as the chemise lines of it are exceedingly simple and commonplace. Odd, isn't it, how a certain gown in each season will catch the public and suddenly appear on several hundred persons within the week? The boxcoat suit of Lanvin, with the embroidered sleeves is another favorite of the early spring that has as many reproductions as the crazy mirrors of Coney Island. Lovely things are forsaken. A few things are run into the ground.

It is not fair to beading, however, to dismiss it without differentiating one type from another. There are evening gowns, especially those in white, which have elaborate and skillful beading that contributes a large measure of distinction and keeps the gown from looking as though it were made up by the hundreds by fast machinery.

The frocks that have the heavy downward strokes of crystals on a somber background, the popular ones, retain an appearance of well being. But the vast variety of cheaply made colored crepe frocks with wide bands of white crystals running across the figure are in the ranks of the things we had possibly better avoid, not only because they are commonplace but also they are perishable.

When the high priced dressmakers offer gowns with beading one sees that the work is delicately done, a kind of hoarfrost tracery whose fragility never accentuates its existence.

Borders of beading are good, providing they are well done and sturdily stitched. Otherwise a woman finds herself disgustedly picking up strands of loose beads from chair and carpet. She saves the first few strands she loses, hoping to sew them on the frock the next day, but she soon resigns herself to the bare spaces their disappearance leaves on the fabric and trusts that the public has not keen or accusing eyes.

It is not in ornamentation of frocks, however, that the majority of women are interested when the warm weather makes one throw the worsted frock into the discard. It is in the garments that are accessories to the gown or suit, so when those who make fashions decided that it was time to reinstate the blouse that goes to the wash-tub women over the country leaped to the idea like spring trout to bait.

France reinstated the lingerie blouse alongside the knitted jumper blouse and the fanciful one of colored crepe de chine. Any one who watches closely the straws in the air could have foretold the emphasis that Paris was to put on the jacket suit by the costly and varied blouses she invented last summer.

We had little to do with the jumper blouse of heavy knitted fabrics until this spring, and we did not wear white ones at all if we were fashionable, unless it was for the open field of sports. This season we pick up the idea where France picked it up last spring. Our shops offer knitted jumper blouses, the dressmakers are making middy blouses in costly fabrics. Slowly we are awakening to the lure of the white lingerie blouse, the kind with the pleated frill and the elongated collar. Pay attention to that newer line at the neck. It is important.

Paris, via Cannes and Nice, has adopted the Peter Pan round collar of the American, which has been a kind of uniform for several years, but we are now considering the long roll collar with affection. Undoubtedly it is the newer line for all blouses. The "bateau" neck is in the second class, beloved though it be by the majority.

However, working along the habitual path, the majority will speedily forget the old for the new. We do everything by the millions because there are so many of us to do it, and the moment we are replicas of each other happiness reigns.

As to this incoming blouse, it is not only white, although that is the color preferred, but it is striped and checked, also faintly colored over the whole surface. Mauve and flag red, raspberry pink and fog gray are colors chosen. There is fine tucking, also open work, but no embroidery. White surfaces are untouched with applied pieces of color. If color variety there is it must be woven in the material as a design.

Fabrics of sturdy texture and a tendency to stiffness when washed like linen or pique are not advisable. The rule for soft and clinging textures and movement holds good for the summer. The trial of crisp fabrics with hoops and farthingales went no further than the fringes of fashion. It never penetrated further inland than the first line of defense, which consisted of debutantes and stage folk, with a sprinkling of the curious and easily led ladies. Why? Because it did not suit our present established mode of transportation and activities. It is foolish to "buck the traffic" in life movement as in street movement.

There is somewhat of this underlying philosophy of going along with the current that brings in the wash blouse for hot weather. All the theories of endurance go into the waste heap when June puts its head over the horizon. No woman thinks of what the rimesters say of rare days; she thinks of what will be cool next to the skin and what will stand the most washing without deterioration.

The white blouse is costly in the end. But our weather demands something of the kind. It is now offered as a jumper or in the old established manner that tucks in under the skirt. Often the new French knitted jumper, widely open over neck and chest, is placed above the tuck-in blouse as a sweater. The collar rolls high. It is not an insignificant affair. It intends to attract attention to itself. It does not show anything of the neck in the back, yet it does not hug it in the harsh and awkward manner of the traditional coat collar. The latter is a trying line to all but the flat shouldered and thin chested. Under it, in the careless way of Bohemia, there is a wide and flowing cravat of ribbon or place satin, knotted at the end of the collar and hanging to the knees sometimes; at least to the waist. If not the cravat then a fluted frill after the manner of the eighteenth century.

During the early post-war period all smart Paris went to the races in severe tailored suits, mostly of gray and black pin striped flannel with a string around the middle. Then came the era of the black crepe de chine frock with pearls, and again pearls, until women looked like Indian Maharajanees. When the new season broke in March, smart Paris went to the races in cloth suits with separate blouses, or one piece cloth frocks with jumper jackets, fanciful and costly, that served as protective coverings.

How To Lure The Social Upstagers

(Continued from Page 1)

count up your cigarette coupons.

TRYING IT IN REVERSE

The Tuckers has got 2 children. They insist on you coming over. Well you say, sure we will be delighted to come over but the madam has got the whooping cough and personly I been troubled the last 2 or 3 days with a slight attack of leprosy. If you don't mind that we will be over there in 10 or 15 minutes.

Well Mrs. Tucker will say maybe you better not come over because really I don't think you would have a very good time as we ain't settled yet and maybe in a wk. or so our victrola will be here and then we can have some dancing.

Or suppose you get invited over by the Quayles who you don't want to see them but they are a bug on keeping their house clean so you say yes indeed we want to come if you don't mind my husband not changeing his shoes which he is too tired because he has been out in the bay all day digging clams.

That is how the trick works and vice versa and my readers is at liberty to use it any way they feel like but if anybody gets sore why remember it is my kid's idear not mine.

Long's Island.

This Will Serve As Jack In Emergency

A handy little device that serves as a jack and will lift almost any weight you can put upon it consists merely of a short length of iron pipe of large enough diameter to receive a bolt, but not the nut that goes on the bolt.

Simply slip the bolt, with a nut screwed part way on, down into the end of the piece of pipe, allowing the shoulder of the nut to rest on the top edge of the pipe, and your jack is made. Having set it in position, turn up the nut and this will back out the bolt, thereby exerting a very strong lifting force. By using four of these little pipe jacks, one at each end of the cylinder block, a very handy lifting method for the heavy iron casting is provided.

FLAPPERS UPHELD BY THIS MINISTER

New York, May 21.—Our young women, now enjoying the rather slighting designation of flappers, and their male equivalents are just about the same as the coquettes and dandies of former generations, and our horror at their actions coresponds to that of our own ancestors at us, according to W. A. Harris LL. D., Corresponding Secretary of the Board of Education of the Methodist Episcopal Church.

Dr. Harris, who was formerly President of Northwestern University and Chairman of the Chicago Vice Commission, which made an extensive investigation of the vice situation in that city, refuses to accept the assertion frequently heard that "the world is going to the dogs."

"We are prone to criticise without comparing," Dr. Harris said recently. "But when we go into the question with an open mind we find things aren't so bad as many prophets of destruction insist.

"The short dresses of the young girls commonly called flappers have almost become the usual things now, and have lost much of the suggestiveness they were said to have at first. The practice has lost much of the element of newness which offends our naturally conservative selves. That is where most of our horror at present-day innovations comes from. We are repeating the reactions of our own parents and grandparents. It has become bromidic to say nothing will save the younger generation from itself. It was said of the present generation of fathers and mothers when they were young and insisted on their own manner of doing certain things.

UPROAR AT EVERY CHANGE

"It is an amusing commentary on this supposedly sophisticated age that we should repeat this bromide of our ancestors and take it so seriously. For instance, every change of women's dress begets it. We had accepted long hair as being proper for a wowan, but there is no adamant reason why it should not be supplanted in time by short hair. And then long hair would seem queer. It is very conceivable that we may get accustomed to many of the innovations now earnestly condemned.

"The saving thing about new customs which actually possess bad aspects in suggestiveness of one kind or another is that this suggestiveness dulls to the vanishing point, and the morals of the people are not perceptibly the worse. Instead of continually stimulating impulses of the wrong sort they lose effect by repetition.

"Painting the face is no new thing except in occasion. Belles and famous beauties of the past painted for State occasions. But then it was not good form to wear paint in daylight. Now it is, apparently. That many young women now carry this to extreme is not unusual. There have been people going to extremes in everything since the beginning. Only we forget them unless they happen to be forerunners of something worth remembering.

"An interesting sidelight on the question of comparative morality of the generations is given when older graduates of universities talk among themselves. To hear them recalling their youthful pranks one would easily conclude that the present generation is a vast improvement over them.

"And yet there are many things now taboo among young people which were tolerated in older days. Scientific education has taught us to think clearly concerning solutions of problems, and not to regard the solutions as handed down from some previous age. Matters that were even jokes a generation ago both in public and in private life are regarded with repugnance *today*, and justly. Group morality continues to crystallise along sane and sensible lines despite digressions which lead many people to think the race is headed fast toward its own destruction.

MORALITY SEEN CLEARLY

"The big elements of morality certainly become more tangible in the process of time, and changes of style of dress become small and insignificant factors in comparison. To regard them as evidences of permanent depravity is ridiculous.

"Besides short skirts, paint and powder, and short hair, what distinguishes the so-called flapper from any one else in this age? Her cynicism? I believe in this the flapper and the so-called cake-eater are only reflecting the spirit of the times. The after-war reaction accounts for this in the flapper, as it does in the business man and other types. In my opinion, it all comes back to the old tendency of each generation to view with profound and self-righteous disapproval the new ways ushered in by the new generation. The time will never be, probably, when the young folk are regarded in any other light than as bent upon their own destruction and that of the entire human race."

HOW TO "GROW" A NEW COMPLEXION

These are the days of "hustling." In a week we see and do more than our grandmothers did in a year. We are gradually turning nature to be our servant; we use her great forces against herself. We have conquered sea and sky, now our doctors are fighting not only disease, but old age. There is talk of rejuvenating human beings by the injection of animal glands, but as yet, only the few can avail themselves of the treatment.

There is, however, one secret of perpetual youth that is in the reach of everyone. Scientists now realise that the only way of keeping the skin young and fresh is to examine Nature's methods and to find some way of imitating her.

SCIENTIFIC BEAUTY.

In order to explain the new method of keeping the complexion perpetually youthful, one must understand something of the nature of the skin. A baby's skin is always clear and smooth because the outer layer is always invisibly peeling off, and new layers are forming just as fast underneath, so that the exposed skin is always fresh, unwrinkled and "new."

For the first few years of our lives, this peeling is a purely natural process, but as we grow older, we gradually lose the power of throwing off our old soiled outer skins, so that our complexions become lined and yellow, and the new skin has no chance to show itself.

A few years ago, a scientific chemist realised that a little-known substance called mercolised wax, was exactly what was needed to "keep nature up to the mark." It appears that this substance, which is now universally obtainable, gently and painlessly assists nature in throwing off the soiled outer cuticle. The skin is thus perpetually renewed, and a clear youthful complexion can be preserved to any age. (Advt.)

To Marry Cousin Of Italian King

New York.—Rumors that have been circulated on Broadway lately to the effect that Mrs. Oscar Hammerstein, widow of the grand opera impresario, has decided to make another matrimonial venture were confirmed by Mrs. Hammerstein herself. She said that the bridegroom-to-be was Prince Oleg V. Radomar, cousin of the king of Italy and a veteran of the World war. The prince is at present at Smyrna, where he has a position with the Standard Oil company.

He is Mrs. Hammerstein's junior by several years, being under 25. She met him in 1920.

Colored Lights Guide Traffic In Paris

As an aid to overcome congestion difficulties in Paris, colored lights will be used at night to show whether vehicles can pass. Important intersections and the vicinity of railway stations will be marked by a series of red and green globes.

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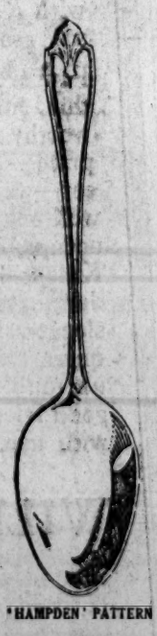

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AUTOMOBILES

SHANGHAI, SUNDAY, JUNE 25, 1922

Looking Backward

How Elwood Haynes, With Boundless Faith In An Idea, Designed The First Motor Car In America

Can you, patient reader, grasp back into time 27 years with me? . . . You have? Then here is the setting:

We are lounging on the railing of the bridge which spans Wildcat Creek, a lazy stream that loafs through the placid town of Kokomo, Indiana. There on the south bank, just off Union Street, stands a frame shop building. It is painted a dusty red.

Occasionally a farmer and his family drive past, headed for the courthouse square, the wheels of his buggy stirring the dust from the well packed gravel road. From the direction of the square come the rattle of firecrackers, the pop of toy cannons, and the hollow boom of giant torpedoes. It is the early afternoon of July 4, 1894.

As we lounge and smoke, the doors of the little red shop swing open. And pushed by four men—out rolls the weirdest, wildest, and most impossible looking contraption any of us has ever seen! Stirred by curiosity, we forsake the sunny railing. By the time the contraption (it is obviously some sort of horseless carriage) has been pushed to the road, a chattering crowd of women and children have clustered about it, each pushing and elbowing for a vantage point. Speculation is rife. What, for land's sake, can it be? Isn't that Elwood Haynes, there, the gas man? And isn't that man he's talking to Elmer Apperson, who runs the machine shop?

While we nudge each other gleefully and exchange knowing winks, two of the four men are engaged in earnest conversation. We lean forward.

Elwood Haynes, superintendent of the Indiana Natural Gas and Oil Company, is speaking.

"I guess we'd better not try it here, Elmer. We might run over some one. You know we haven't got any brakes."

"What can we do?"

"Let's hitch it to a wagon and haul it out of town. When we are safely out in the country, we'll start it up."

A wagon is fetched and the contraption, looking rather spindly on its four bicycle wheels, is taken in tow. The procession starts. Some of the urchins, trotting in the dust, follow, their shrill cries rising above the billowing swirls. The group of women gradually disperses. Union Street at the Wildcat bridge is again deserted except for an occasional farmer's equipage. We follow—more out of curiosity than genuine interest. Perhaps there will be an opportunity for a hearty jeering laugh when the thing refuses to run.

Out Union Street we tramp, a mile or two, then swing off into Pumpkinvine Pike, a gravel road that emulates its namesake in its twisting convolutions. After traveling two miles more—and the afternoon sun is growing hotter now—the wagon and its tow reach a crossroads. A halt is made. The rope is united. Elmer Apperson climbs behind the wheel, because, we hear one man say, he has previously a traction engine. Elwood Haynes, his eyes glowing with a confident fire, climbs up beside him.

An old man and his wife hobble out to lean on their front gate, watching with dully curious eyes an event so tremendous in its consequences thot the whole character of America's business and community life—yes, the very character of America's civilisation—was destined to be altered as a result. Yet they hung on the picket fence, half querulous that their placid hours should be interrupted.

Apperson, behind the wheel, plays nervously with several levers. Then Haynes nods to the men in the road and they place their shoulders against the crude body. The thing begins to roll. There is no noise—nothing to indicate that hidden engines or whatnots are functioning. Being human, we prepare to howl with laughter.

Then we hear a short staccato bark—another—another! Soon the explosions chatter out with the regularity of a Gatling gun! The contraption begins to gather speed. The pushers begin to trot. Then, at a signal from Haynes, they leap aboard—and the thing, gathering speed, runs along under its own power! Instead of laughing, we gape.

Stunned to silence, we watch the horseless carriage run up the road a mile or so. We watch it turn and retrace its course. It is approaching us at an amazing speed—all of eight miles an hour. We retreat from the middle of the road and as it passes us, chugging steadily, its passengers tense with pride and excitement—we—being very human—swing our hats and cheer! We have witnessed the successful first trial of the first automobile built in America!

At the wheel of the cream colored Haynes coupe, Elwood Haynes was driving me over the roads which some 27 years ago the first American motor car—a Haynes—had travelled. We had been chatting in the solarium of his delightful home on the edge of Kokomo. Naturally, we had been discussing the sequence of events which had brought about the most famous of his many inventions—if the construction of a motor car can be called an invention. He had told me about his youth and adolescence illuminating the narrative with a profusion of interesting anecdotes. He related how, as field superintendent for a large natural gas company, he had been compelled to drive over crude roads in the most inclement weather. How, about 1887, he had conceived the idea of building a carriage with a self-contained gasoline engine; how he had drawn plans and purchased an engine; how, with his plans complete in 1893, he had built the first successful self-propelled vehicle ever produced in the Western Hemisphere. . . .

Mr. Haynes sat relaxed in a wicker rocking chair, talking fluently and gesturing vividly with his strong brown hands. Abruptly he leaned forward. "Would you like to go out and see the exact spot where my first car ran on its initial trip?" he asked. Would I! In no time we had gone out to the garage and climbed into the yellow coupe.

The opening paragraphs of this article contain, with certain colorings of my own, the story that I heard as we rode over the historic stretch of road. As Mr. Haynes drove (and he congealed my blood several times by casually lifting his hands from the steering wheel to illustrate his point—this with the car spinning along at 40 miles an hour) I jotted down very crude notes. Whenever he noticed that I was experiencing difficulty in writing, he slowed to a snail's pace.

"Can you write?" he kept asking. "I don't see how you can put down a single word going over these bumps."

When we came to the crossroads whence the first Haynes began to run under its own power I glanced expectantly about. There was a few seconds, then I said, "But where is the marker?"

"What marker?"

"The marker," I explained, "which commemorates what took place here 27 years ago."

Mr. Haynes smiled. "There isn't any," he answered.

Perhaps this is the improper place, but I, as an individual, cannot refrain from expressing the opinion that some group—either the citizens of Kokomo, a city which owes an incalculable debt to the genius of Elwood Haynes, or the representative builders of automobiles in America—might well spend a few hundred dollars to commemorate in some enduring form an event whose importance has equal parity with Fulton's first trip up the Hudson, or with the transmission of the first message by telegraph.

Of Elwood Haynes himself there is a great deal to be written if this article purposes to reflect properly his manifold achievements in the fields of science and industry. The son of a distinguished Indiana jurist, he was born in Portland, Indiana, in 1857. Even as a boy he began to exhibit an insatiable curiosity concerning the functioning of nature—a curiosity which he was prompted to gratify by the observation and study of the life of birds, frogs, beetles, flowers and the small animals inhabiting the woods about the little village.

When he was 12 years old he came across two books which had been discarded by an elder sister: Well's College Chemistry, and Well's Natural Philosophy. Upon both of them he fell with unstinted fascination. Soon he had digested the heavy texts. And soon he was busily engaged in performing chemical and physical experiments of his own—a practice he has never given up, as is evidenced by the complete laboratory in his home today.

It was with keen delight that Mr. Haynes discussed his youthful experiments. He told me how at the age of twelve he had built, with the help of the village tinsmith, a gasometer—neither of them having seen one previously; how at the age of thirteen he had designed and built an oxyhydrogen blowpipe; how at 16 he had become interested in the semi-rare metals, most important of which was tungsten; how at 18 he had alloyed tungsten with iron in a furance of his own construction; and how the blower of this crude furnace had been built of a cheese rim, hickory spokes and a few iron rods. I asked Mr. Haynes if his father had supplied him with the money to purchase materials used in these experiments. And he laughingly said that the total cost of all the material he had used could not have exceeded a few dollars, inasmuch as he had picked it up about the house or obtained it from indulgent friends without cost.

At the Worcester Polytechnic Institute he continued his specialisation in chemnistry and physics. There he concerned himself with the development of tungsten steel—and there, on graduation in 1881, he was able to announce in his thesis that he had produced tungsten steel on an entirely new basis. For three years after receiving his degree he taught in the schools of his native town and then matriculated at Johns Hopkins to carry on post-graduate work in chemistry, biology, and scientific German. The following year, 1885, found him teaching the sciences at the Eastern Indiana Normal School.

In 1886 natural gas was struck in Portland. A so-called chemistry, biology, and scientific German. The following year, 1885, found him teaching the sciences at the Eastern Indiana Normal School.

In 1886 natural gas was struck in Portland. A so-called expert, after much esoteric calculation, pronounced the well a commercial impossibility, saying that its flow was insufficient. But Elwood Haynes, 28-year-old normal school teacher, disagreed with him. By combining an intimate knowledge of gasometry with generous amount of common sense, he proved that the well could be turned into a commercial success And in a short time the young school teacher had stepped forever from the school room. He entered the natural gas business, remaining there for 17 years and leaving only after his horseless carriage had demonstrated its practicability.

It was about 1887 that he first began to dream of a vehicle which would carry him over the 600 square miles of territory under his supervision—a vehicle that would bring him home before midnight and which would not compel him to drive horses almost to exhaustion. It was evident that he could "dream and not make dreams his master." For in addition to his strenuous and demanding duties, he found time to invent a refrigeration process for removing moisture from natural gas and a vapor thermostat to control the temperature in rooms heated by natural gas. And, by the way, Mr. Haynes told me with a wistful note in his voice that he had heated his whole house with natural gas in those days—and paid $10 a year for the privilege of using as much gas as he wanted.

Early in 1892 events began to shape themselves toward the materialisation of his favorite dream—that of the horseless carriage. He was transferred to Kokomo as general superintendent of the city gas lines, and there he completed the plans for the actual construction of the vehicle which in a few years was to bring him international fame.

In October he purchased a one-cylinder two-cycle upright gasoline engine capable of turning over 1500 r.p.m., which he tested in the kitchen with disastrous results to the floor. After building a gaspipe chassis to support the engine, he took both to the Apperson machine shop with plans for the horseless carriage. On July 4, 1894, the vehicle was completed—and you know what transpired on that day.

I knew that at one time the air, so to speak, had been blue with claims and counter-claims as to "who built the first American automobile." So treading or what I thought was dangerous ground, I mentioned that to Mr Haynes, asking "Just what are the facts in the case, Mr. Hayne?"

The calmness of his answer was typical of him. "I have never claimed," he said, easily, "and I am certain that our advertising department has never claimed, that I, working with my own hands, constructed the first automobile. I am not a mechanic nor was I ever one, and if the credit for building the first automobile must go to the man who did the actual construction, then that credit is not mine.

"But I do know that the conception of the basic idea, at least so far as we in America are concerned, was original with me, that I did furnish the plans and drawings which were followed except in a few minor details, and that my money paid for the materials and labor which went into the first successful American motor car. The facts are as I have stated them. And I have never bothered myself with the play on the verb 'to build.' The public can give credit where it believes credit should be given."

All of which, to my mind, at least, definitely and conclusively settles the question.

Just as we were stepping out of the coupe from our trip along Pumpkinvine Pike, I inquired—rather inanely, I'll admit—"Mr. Haynes, how did you feel when that frail, one-cylinder motor car was chugging along the road? Did your imagination picture any faint conception of the superlative cars we have today, or of the vastness of the industry that was the automobile?"

He tarried to scratch the ears of Duke, the great dane, who was shambling along beside him.

"Why—no," he answered, with a smile that was almost broad enough to be a boyish grin, "to tell the honest truth, I didn't begin to visualise what I was starting, so to speak. I can't recall any particular thrill—you know we were traveling only eight miles an hour. But I do remember one flash I had when we were chugging back toward Kokomo: it dawned on me that here, perhaps, was the source of cheap and rapid transportation that could be commercialised. We were traveling at a rate which no horse could equal for an extended period of time. And we were getting seven miles to the pint, or 56 miles to the gallon out of gasoline costing eight cents a gallon. That was one-seventh of a cent a mile. . . . But as for huge five-ton trucks capable of maintaining a speed of 12 miles an hour almost continuously, and as for luxurious closed cars driven by silent multi-cylinder engines—I didn't have the faintest suspicion of them."

Which, again, is typical of Mr. Haynes—this time of his modesty. I know many men who in the 27 years that have intervened would have concocted some remarkable visionary and accurate premonitions.

Do not imagine, however, that Elwood Haynes has been content to devote his entire energy and attention to the construction and distribution of motor cars. Between 1895 and 1912 he was actively concerned with these affairs as president of the Haynes Automobile Company. During this time he invented a highly successful carbureter and the first automobile muffler, introduced the use of aluminum into automobile engine construction, made the first 1000-mile motor car journey in America, introduced nickel steel into motor car construction, invented and constructed a rotary valve motor, and made several incalculably important metallurgical discoveries. Almost any of these innovations would have satisfied the average man. But Mr. Haynes felt that metallurgical research was worthy of the major part of his time. So, in the latter year, he gradually receded from his active position and relinquished the duties of management to Alton G. Seiberling, whose ability as an organiser, builder and executive Mr. Haynes praised most enthusiastically, and to whom he gives credit for bringing the Haynes Automobile Company to the enviable position it enjoys today.

Back in 1897 Mr. Haynes had succeeded in alloying chronium and nickel in the presence of carbon and silicon, and a year later he had alloyed the two major elements in their pure state. An idea of the importance of this latter achievement is given in the fact that the entire use of electric steat as it is most widely used today was made possible by the employment of a nickel chronium alloy. Ten years later he arrived at the formula for stellite, that internationally famous alloy of cobalt with chronium. And in 1912, shortly after he had withdrawn from active business, he was able to announce that stellite had been improved until it was a superlative metal for use in high speed cutting tools. Here is just one inkling of the importance of the Stellite invention: Some years ago, before Stellite was as widely used as it is today, Mr. Haynes was offered $2,500,000 cash for The Stellite Company—and turned the offer down. And today most of the large industrial firms in America are using large quantities of Stellite for high speed tools because of its many superiorities over tool steel.

It was, I admit with great frankness, a genuine delight to meet the father of America's automotive industry and builder of America's first car. His is a charming and winning simplicity. So unassuming is he that unless you knew who he was and were acquainted with his achievements, you would pass him as one of the moderately successful business men of a small town. His conversation is always lucid, and his mind is so nimble and active that it required nimble and active questions to keep him from diverting the conversation. I judge that he has a marvelous memory for details, because he rattled off dimensions and data on experiments that he had made 25 years ago. His deeply tanned face is the playground for mobile expressions, and his gray mustache and hair belie the youthfulness of his interests.

The solarium in which we sat reflected the cultured and intellectual inhabitant. On the table was an admirable selection of books—Slosson's Creative Chemistry, that fascinating volume for scholar or beginner, Keyne's Economic Consequences of the Peace, Tylor's Early History of Mankind, Palgrave's Golden Treasure of Verse, and at least a dozen volumes on metallurgy, sociology and anthropology. On one table were up-to-date files of the "solid" magazines—Harper's, Independent, Century, and Literary Digest, as I recall.

With all his worldly successes, the builder of America's first automobile, it is evident, has still busy hands, a busy head, and a busy heart. For in addition to his manifold interests and his scholarly love of books, he is president of the Kokomo Y.M.C.A., the teacher of a large Bible class in the Presbyterian Church of which he is an elder, and a trustee of Winona, Indiana's famous prototype of Chautauqua.

Having spent an afternoon in his company, having been a guest at his table, and having discussed a variety of subjects ranging from carbureters and gear cutters to prohibition and practical Christianity, it ought to be not a difficult matter for me to write in one sentence a frank opinion of Kokomo's most distinguished citizen. This sentence may not be all-inclusive, but I believe it contains a kernel of truth:

A man simple in his tastes and modest in his achievements, who cherishes spiritual happiness and cultural contentment far above the dollar. That is Elwood Haynes.

French Motor Trade Hard Hit

Paris.—Serious anxiety has been caused here owing to the dismal outlook of the French automobile industry which is making no secret of the fact that it finds itself faced by a serious crisis in the near future.

Before the war the French automobile industry held the highest place, its exports were world wide and in several countries almost monopolised the "luxury trade." During the feverish war times it did even better, while for some time after the armistice it looked as if it was holding the position which it had attained.

This year several manufacturers already have been forced out of business and others have stated that they are only holding on by their teeth and are liable to collapse at any time. Various causes are given for this. One of the highest authorities declared that it is all their own fault, due to the inability of French manufacturers to understand the new trade conditions, of which the Germans, the British and especially the Americans are taking full advantage.

French manufacturers, he declares, still do not realise that the automobile no longer is a means of transportation only for the rich but is a necessity for tradespeople and farmers. Yet the manufacturers are all still turning out the highest priced cars, which, it is admitted, are excellent, but which cannot be sold, since even the profiteers are beginning to economise, while the wealthiest folk, sheeplike, are following each other in purchasing one of the two or three famous brands of foreign make synonymous with luxury and chiefly valued because of their famous price, which means snobbish display.

This authority insists that inside of ten years practically all the French automobile manufacturers will disappear except those who have sense enough to adopt a method of manufacturing standardised machines at lowest prices, as is done in America. He adds that France missed her great opportunity when Henry Ford offered to build works in Bordeaux employing 30,000 French workmen and which was to use French raw materials owned by a French corporation. Not only did the French Government refuse to provide the facilities to make this possible but to put difficulties in the way, with the result that Ford has now erected a huge factory in Hamburg, which will compete actively in France.

"Personally I feel the situation is nearly hopeless," the expert concluded. "Considering the present financial condition I do not expect that the Government will be be able to do anything to help the vanishing trade, the future of which our manufacturers seem unable to begin to envisage."

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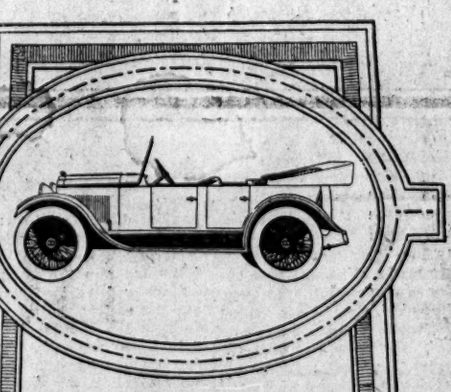

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Motors And Good Roads

Census Shows One Truck In Three Is Overloaded—Favor Certain Restrictions

Proof that the overloading of motor trucks is a common practice and is, therefore, a serious menace to the public highways of America has been shown in a very instructive report just issued by the Bureau of Public Roads at Washington. The report deals with a motor traffic census conducted last Fall by the Bureau over Connecticut roads, in coperation with the Highway Commission of that State. It reveals that every third truck in the roads where the investigation was made, was loaded beyond its proper capacity.

Two sections of Connecticut were selected for the census. One was on the Hartford-Springfield road at the Massachusetts and Connecticut State line and the other was on the Boston Post Road at Greenwich.

Each census covered a period of fourteen days, the daily survey covering ten hours. Two night counts were made to form the basis for an estimate of night traffic. Road scales were installed on both roads to weigh the traffic. At the Greenwich station a 40,000-pound automatic Fairbanks scale was used in order to delay the traffic as little as possible.

During the first census traffic bound from Springfield to Hartford was weighed, whether empty or loaded. North-bound trucks were stopped, but only commodity information was obtained. The density of traffic was such that it was impossible to weigh trucks going in both directions. In the second census the east-bound traffic from New York was weighed and west-bound trucks were stopped only for commodity information. The vehicles enumerated in both cases were 75,427. Of these 66,577 were passenger cars and 11,115 motor trucks.

The Connecticut limit for weight allowed to be carried is 25,000 pounds, including both vehicle and load, and it provides that no more than 800 pounds per inch in width of tire can be carried on any one vehicle. These are also the New York and New Jersey limitations.

"Every third truck on the highway," says the report, "was loaded beyond the capacity of the truck and of the tires. The overloading occurred in practically all types of commodities, and most frequently between the three-ton and five-ton trucks, ranging from 20 percent overload for the one-ton trucks to 62 percent overload for three-ton trucks.

"In the first census 13 percent of the trucks had more than 800 pounds per inch width of tire on the front axle, and 38 percent overload on the rear axle. The overloading on the rear axle was up to 1,650 pounds per inch, the medium being at 1,100 pounds. The second census showed a close agreement with the first, although the overloading was up to 1,600 pounds per inch of width of the front tire and 1,925 pounds per inch of the rear tires."

The first census refers to the count on the Hartford-Springfield road, while the second was taken at Greenwich. On the basis of every third truck being overloaded, the total aggregated 3,750 on these two roads for a fourteen-day period.

"The practice of overloading per capacity," continues the report, "is not confined to loads of heavy material such as sand, gravel, brick, &c. It is restricted to no typical group of commodities, but is almost universal. Apples, beer, butter and eggs, drugs, fish, furniture, groceries, lumber, meat products, paper, rubber goods, sugar, vegetables, wire are typical commodities of which overloads per capacity were noted.

"Of the cases of overloading per capacity observed, 75 percent was practiced by regular trucking vehicles, 25 percent by irregular trucks. Commodity loads exceeding 25,000 pounds were noted in the case of such commodities as brick, butter, drugs, eggs, glass, groceries, litharge, meat, plumbing supplies, sugar, vegetables and vinegar.

"Of the number of loads exceeding 25,000 pounds 87.8 percent were overloads per capacity; 88.7 percent were by regular trucking companies. Thirty-nine out of forty-one cases were loaded from 846 to 1,560 pounds per inch of tire width on the rear axle."

On the Boston Post Road out of 5,000 trucks the greatest density was in the one, two and a half and five ton trucks. Only 4.2 percent of the trucks are above the five-ton capacity. The sizes leading in percentages were: Two tons, 16 percent; five tons, 12.7 percent; one ton, 12.2 percent; three-fourths ton, 11 percent; two and half ton, 10.4 and three ton, 10 percent.

Pneumatic tires were observed in use principally on the lighter trucks, solid tires on the heavier trucks, and a combination of pneumatic and solid on the rear and front wheels respectively, principally in the weight classification from 3,000 to 14,000 gross weight in pounds. It was noted that the use of pneumatic tires increases rapidly from 2,000 to 5,000 pounds, and then decreases rapidly to 10,000 pounds. The greatest percentage of trucks equipped with pneumatics occurred in the 4,000 to 5,000 pound class. Solid tires increased rapidly at 5,000 pounds.

The practical results of these investigations are summed up in the following five recommendations, which are primarily directed toward eliminating the overloading evil:

1. Classification of highways.
2. Seasonal restriction of loads.
3. Prohibition of overloads per capacity, and restriction of tire to 800 pounds per inch width.
4. Maximum body width of 7 feet 6 inches.
5. Maximum axle loads to be determined for each make and class of truck and placed in conspicuous place on the vehicle.

The Connecticut motor vehicle law, it is interesting to note, authorises the commission to prohibit the use of trucks exceeding four tons capacity on any highway, provided such use is deemed injurious to the road. It is quite possible that such limitations to the use of heavy trucks on certain types of roads may be invoked by other States. The first two recommendations of the Bureau of Public Roads indicate that some reasonable restrictive method is necessary for the proper maintenance of the highways not yet constructed to carry a more or less continuous stream of heavy traffic.

"The census will be continued this Summer," said Thomas A. MacDonald, chief of the Public Roads Bureau. "We are engaged in studying on a very elaborate scale all of the elements that go to make up the physical characteristics of the highways, the highway surfaces and the highway supports or the subgrades under them. In that work we have enlisted in a national highway research program as many of the colleges and universities as we can persuade to join. We are putting to work the engineering research plants and testing plants which have been developed at the universities and colleges and that work is being conducted in all parts of the United States."

The need of scientific studies such as initiated by the Public Roads Bureau has long been felt both by leaders in motor transportation development as well as highway engineers. Until a more durable and permanent pavement obtains for the majority of our main thoroughfares some limitation will undoubtedly have to be placed upon heavy motor traffic. The problem is one of mutual cooperation, involving the best possible preservation of existing highways for the majority users.

Flying Flivver, To Sell For $1,500, To Be Marketed Soon

Dayton, Ohio.—The flying flivver is on its way.

Bud Snyder, Dayton, has designed a tiny airplane which he claims can be built to sell for $1,500. One plane has already been built and proved practical.

The tiny plane has a wing spread of twenty-one feet and weighs only 314 pounds. A regulation motor-cycle engine is the motive power. One man can take it down, load it into an automobile, haul it to a convenient pasture lot, set it up and be off for the heavenly regions, and all in the course of an hour, Snyder claims.

To Test Aluminum

Washington.—At the suggestion of automobile manufacturers and large foundries of the country, the Bureau of Mines announced recently that an investigation of far-reaching importance would shortly be made to determine the cracking tendencies of commercial aluminum alloys. The purpose of the proposed investigation, to be made in conjunction with the General Motors Research Corporation, was said to be to determine whether lighterweight motor cars can successfully be manufactured and retain the same stability now found in the larger and more substantial vehicle.

At the bureau's Pittsburgh station an investigation was said to be now under way to ascertain "the total contraction in volume on freezing and the linear contraction in different molds of various light aluminum alloys." Commercial melting practice for aluminum, it was said, already had been made the subject of a preliminary study and the results would be made public in the near future.

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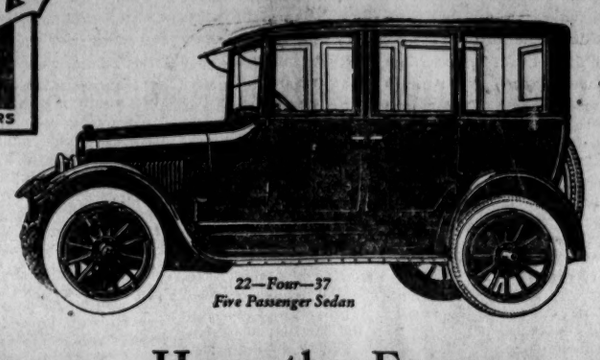

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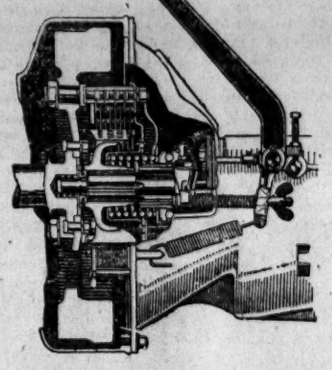

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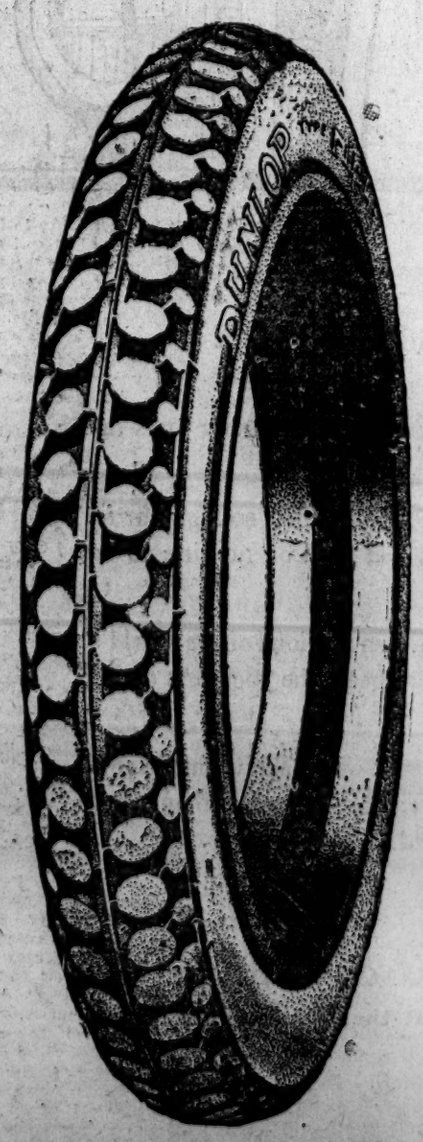

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Transportation---The Basic Industry

How The Automobile Industry, In Addition To Its Direct Contribution To Our National Prosperity, Influences The Whole Development Of Our Business And Social Life

BY CLARENCE A. EARL

An automobile is as much an asset to a present-day American citizen as a deposit in a bank.

This statement may seem a little difficult at first glance, and for that reason perhaps readers may bear with me briefly in an analysis which I believe proves the case.

Human nature has an engaging way of accepting the various functions of the business and social life of its time as very much matters of course, when in reality they are a series of miracles served out of adverse conditions by the energy and devotion of men who sweated blood to serve the needs of their age. How many of us ever give a thought to the labor and ingenuity that make it possible for us to obtain the simplest objects that play their parts in our modern life, a can of vegetables from the grocer's shelf, a hank of yarn, a pair of shoes, the newest novel, a phonograph record, a bottle of medicine, a beef steak, the daily paper? So closely knit into the fabric of our daily lives are all these endless details of our comfort and well being that we lose all perspective in viewing them and they become forgotten incidents in a casually accepted whole.

Perhaps I feel a little more strongly on this subject than the average citizen, because it has been my not unhappy lot for a good many years to help in the production of one of the most imponderable of these forgotten elements in human life and happiness—Transportation. To the average American transportation probably seems like a matter of minor importance, compared with production, which is the obvious genius of our industry. This hypothetical average person never has paused to consider that production depends on transportation as the human body depends on its feet or a bird on its wings. He does not realise, or perhaps a more accurate way of stating the case would be to say that he never has stopped to give the moment's consideration to the case which would have convinced him that production, whether of coal, steel, foodstuffs, textiles or anything else would be a vain performance without transportation. Of what use would be coal at the pit's mouth without transportation to the homes and industries waiting to use it? Of what use would be steel unless it could be carried to the places where it could perform its useful function? What would be the value of all the cotton grown in the South if it could not be carried to the mills whence it issues in the fabrics that bear so large a part in our daily lives?

When we come to analyse the whole subject of human life and endeavor, we find with unmistakable certainty that under all development, under all industry, under all improvement, under all civilisation, lies transportation, the fundamental, the basis upon which must be reared the whole fabric of progress. So it is that I venture to say that those who provide transportation, means of communication, of co-operation among peoples and individuals, are serving not a, but The, Basic Industry.

Furthermore, this subject of transportation has many more ramifications than the untrained mind is likely to recognise. Its function is by no means confined to the mere gathering of raw materials and distribution of finished products. The transport means which enables the business executive or the factory foreman to reach his place of business in a shorter time than was possible before is speeding up the whole process of production. Transportation which enables the working man to live at a greater distance from his labor and under better living conditions has added immeasurably to the efficiency of industry. Transportation that enables the executive to widen the territory served by his business has actually increased that business to a given amount. Transportation that enables the salesman to reach more prospective customers by the simple law of averages insures increase in his business, whether he is a farmer selling vegetables or a trained specialist selling steel bridges. Boiled down to its simplest terms, the equation is that improved transportation of any kind means a quickening of the whole industrial fabric of a nation. Our American ideal of massed production is made possible, no, is actually created by our superiority in transportation, railway, waterway and highway. Such nations as Spain lag behind in industrial development because of their transportation backwardness.

Try to picture our modern life as it would be if it were suddenly deprived of its accepted means of transport. With the railway, the inland waterway and the modern highway transport systems eliminated from our life we should return to the days of the ox-team and other primitive transportation methods of our grandfathers. The transcontinental journey would take months to accomplish by animal traction or could be obviated only by means of sailing vessels ploughing their way around the Horn. The interchange of commerce between sections of this far-flung land would be so slow that co-operation would practically be ended. Each section would have to confine itself to the production of necessities for its own existence. There would be no California fruits in eastern markets, no western grains in the south, no southern cotton in northern mills, no eastern products for the middle west. Each section would find itself under the stern necessity of producing the bare needs of life, with none of the luxuries and amenities that national and international co-operation founded on transportation, make possible.

We would witness our national life growing constantly more and more sectional, more constricted, until all traces of national homogeneity had been lost. The very language of the country would undergo such changes that in a few generations a man from Maine would be unable to understand a citizen of the Pacific Coast and a man from Minnesota would have to have an interpreter to know what a man from Texas was talking about. As a nation we should cease to exist and would be supplanted by a series of localised communities, whose interests would be bounded by the slow and laborious processes of horse-drawn transport. That is just a shadowy picture of what our national life would become if it were suddenly deprived of its all too casually accepted transport system.

Limiting the scope of our inquiry to the particular field in which readers are most interested, let us apply the same test to just one branch of the transportation system, that which traverses the highways under its own power.

At the present time there are registered in the U. S., according to reliable but not official figures, about 10,500,000 motor vehicles. Of this total more than 9,000,000 are passenger carrying vehicles. Government statistics indicate that the American family averages four and one half persons. This means that each passenger motor car is used by 4.5 people, giving us a total of 40,500,000 men, women and children using the motor vehicles registered at the present time. This is a population greater than the total of persons engaged in gainful occupations, according to the figures of the last census.

It has been further proved, by exhaustive inquiries and questionnaires, instituted by the National Automobile Chamber of Commerce and certain other organisations, that every motor car is used at least a part of the time in a utilitarian capacity. This does not mean that products of industry are carried in passenger cars, but professional men, executives, salesmen, clerks and workmen are carried in pursuit of business ends in their automobiles. The tremendous speeding up of our professional and industrial life, through the means of these 9,000,000 motor cars, is almost impossible to visualise. We know, of course, that with the help of his motor car the doctor can make more calls in a shorter time, that the minister can visit a larger and more scattered flock, that the salesman can visit more "prospects" per day, that the executive can reach his desk in a shorter time, that the farmer can get to town in such a brief space of time that rural life has been totally revamped by the coming of the car, that the workman has been enabled to go far afield from his bench for decent living conditions which were impossible in the unmotored age, but in spite of knowing all this we have not realised that our whole social fabric has been revivified and quickened by this revolution in personal transportation.

Suppose, however, we awoke some fine morning to a motorless world. Suppose that some mysterious metallugical ailment in a night attacked and destroyed every motor vehicle in the United States.

To begin this momentous day, something like 2,500,000 free and prohibited American citizens, who usually ride to their places of business in their motor cars, would crowd their profane ways onto various types of public service carriers. These, already crowded to suffocation, would become impossible, even to a people so easy-going as the American public. In other words the only thing that enables the public service transportation systems to meet the present demands upon them is the help of the passenger carrying motor vehicles, which have skimmed off what would have been a surplus impossible to handle with the present equipment. Why the carrying of 2,500,000 extra passengers at an estimated average of 100 per car would necessitate the purchase of 25,000 new trolley cars, which is practically one quarter of the total number now in use.

So starts the fateful day and after the wage-earning increment had fought and jammed its way to desk and bench, there would be a lull of an hour or so and then the female of the species would begin to make its demands upon the overburdened public service system. About eleven o'clock in the morning the wives and daughters of the submerged sex would calculate that it was time to shop, a pastime at which they are both skilful and energetic. At the present time perhaps half of the cars in service are used by the women of the family during the day for shopping and visiting; indeed many commentators have placed the figure much higher. But let us be conservative and say that 3,000,000 women, who have been used to doing their shopping by motor car, suddenly demand service from trolley lines. Over the ensuing riot let us draw a veil of charity. Suffice it to say that the public service companies would have the liveliest midmorning of their fair young lives.

And the passenger motor vehicle has brought relief not alone to electric lines, the railways have benefited in like measure. In 1918, the last year for which I have been able to get official statistics, the railways turned in 42,000,000,000 passenger miles. That is, they carried that number of passengers one mile. Railway travel has not increased, in fact it has probably fallen off, owing to the higher rates now in effect. The 9,000,000 passenger motor vehicles now in use will average about 5,500 miles of travel per year. This gives us a total of 45,000,000,000 miles of travel and if we assume that each car carried the low average of two persons, the passenger mile record will stand at 90,000,000,000 miles, or more than double the total achieved by the railways. If the railways had been called upon to handle this traffic, it would have required additional equipment to the tune of 135,000 cars and something like 35,000 new locomotives. The cost of this equipment at present prices would not be under $2,500,000,000. Of course, all automobile travel is not of a class that would necessitate the use of the railway if the cars were not available, but even if we divide the toal by five, which is conservative, the remainders would still be impressive.

However, the hectic day proceeds and presently one member of our hypothetical family falls ill. A doctor is telephoned for, with the unvarying response: "Dr. Brown or Dr. Jones or Dr. Smith will try to get to you, but he has no car now and he cannot make more than a quarter of the calls he has been making." There are 150,000 doctors in the U. S. and of this number 100,000 use motor cars for visiting their patients. The motor vehicle has enabled them to double the area they could serve and to make perhaps four times as many calls as they were able to do in the old days. Health in a motorless world would be rather a precarious attribute.

By the middle of the afternoon of the first motorless day the handmaidens of some hundreds of thousands of housewives would have uttered similar wails to the general effect that "neither the butcher nor the grocer has been here, ma'am." An excited flutter to the telephone and the inevitable answer: "Very sorry ma'am, but we havn't got any delivery wagons and we've only been able to call on about a quarter of our customers. If you need anything I'm afraid you'll have to come to the store and carry it away yourself."

And so we could go on down through the list; building would be stopped or slowed up, no ice would be delivered, the baker would only be able to serve a tithe of his regular customers, the milk would not arrive, the laundry would not be delivered, practically the entire rural population would be without mails or means of communication with the outside world and even the cities would get their mail on freight schedule, houses would burn down while the bucket brigade tossed teaspoonfuls of water on them, people would freeze while they waited for coal to warm their houses. In short all industry that gives us the comforts and luxuries that we think of as inseparable from our modern life would be so slowed down or entirely stopped that we would be back in the days of our fathers with a population altogether out of proportion to the transport means available to supply its needs.

On the social side of life most of the pleasant things would disappear. With the passenger car gone the golf club and country club would perish miserably. Friendship would be limited to the immediate vicinage of one's home. Family ties would be stretched to tenuous lengths. Sick relatives would die while we tried to devise means to reach their bedsides.

When we come to analyse it, most of the social pleasures of our brief span on earth come from being able to get somewhere at an appointed time. Most of the richness, the broader outlook, the greater tolerance of modern life is founded on the ability of the individual to get out and about. The horizon of the average man has stretched from the town or vicinity in which he lives to a radius of a hundred miles or more for casual perigrinations.

In examining this aspect of the national service of the motor vehicle, we cannot neglect the effect on the patriotic homegeneity of this farflung nation, of a vehicle that brings into contact classes of our population that would not ordinarily meet. Today the whole west is alive with automobile campers, men, women and children from all sections, who take leisurely pilgrimages through the country, living close to the soil, coming in intimate contact with their native land and its people, learning to know other sections as they know their own. This is going to have an enormous influence in the final welding of our diversified people into a compact and patriotic whole.

Having endeavored to visualize what would happen if America were suddenly deprived of all its motor vehicles, we may be pardoned for trying briefly to picture conditions when we reach the happy stage where the motor transport medium is being used to its fullest capacity. Looking first at the utilitarian aspect of the matter, we find a country crisscrossed with motor truck express lines, feeding produce into the railways and steamship lines for the longer processes of transportation. The rural districts will be a network of hard roads and every road will have its motor transport line, relieving the farmer of any necessity of carrying his produce to market, allowing him to spend all his time in production and assuring him that nothing that he raises will be lost through his inability to get it to market on time. There will never be a case, as happens all too frequently now, of produce rotting on the ground in one section while another section pays high prices due to an artificial shortage. By means of properly laid-out transport lines, the entire country will be combed for every bit of its foodstuff; not an ounce will be wasted.

By means of motor bus lines connecting with the railways the commuting areas around the cities will be pushed back to include a circle with a diameter of at least fifty miles. This dissemination of population will work a vast and benficial revolution in living conditions.

In the cities themselves the motor vehicle is fast succeeding the horse and many of us will see the time when not a single animal-drawn vehicle will be allowed in urban areas. By means of properly organised fleets of motor trucks and delivery wagons distribution of food and other products will be cheapened and made so much more efficient that living costs will be brought down immeasurably. The problem of applying motor vehicles to urban hauling is only just beginning to be understood. Experience is teaching us how to use this valuable transport medium and evolution will bring an urban transportation system operating at maximum efficiency and as simply as the lungs perform their function of supplying the body with life-giving air.

In the passenger car field we shall find millions of vehicles contributing to the speeding up and making more efficient of our daily lives. Workers who formerly herded together near their places of business will be able to seek homes miles away from shop or office, under better and cheaper living conditions than are now possible. The ties of friendship and kinship will be drawn tighter, with every addition to the individual transport system. The drab processes of business will take on a coloring of pleasure. The man who drives to work in his car derives pleasure from the mere process of getting to his office or his shop. All these things we know from actual experience and it is inevitable that the effect should be deepened and strengthened with the increase in the number of motor vehicles in service.

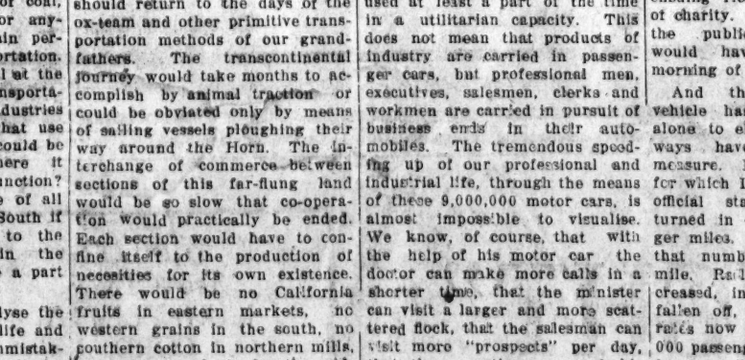
During the past year of readjustment, there has been a tendency in some quarters to an expression of opinion that the automobile industry has about reached the limit of its development. One commentator has assured us that the industry has already passed this limit and has persuaded the country to absorb more cars than it was justified in carrying.

Spain Cuts In Tariff On Autos

Spanish representatives of American automobile firms are predicting increased business in Spain, due to the enactment of a new tariff. Heretofore, the automobile division of the department of commerce points out, the uncertainty as to the tariff caused a depression. The schedule as finally decided upon is rather lower than the past one, which also is a stimulating influence.

Hupmobile

The original purchase price of a Hupmobile should be considered only as an investment, for year after year dividends are returned in satisfactory service by this remarkable motor car.



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Industry Gains In Manufacturers

Over 180 Concerns Actively Engaged In Producing Passengers Cars—A New Record For Nine Years

Twelve and one-half percent more passenger car manufacturers are in business today than were here last year, and for the first time since 1912 the industry has gone beyond 175 manufacturers. There now are 181, against about 160 last year and 132 in 1920. The lowest ever recorded was 95 in 1919 and the highest 275 in 1911. Eleven manufacturers have definitely retired from the automobile field during 1921, but against this we have over 30 that have just entered. Six have changed their names and comparatively few have gone into the receiver's hands.

In addition to the names listed on these pages there are about twenty additional manufacturers who have not gotten under way sufficiently to be able to say they are in production. We shall hear from these during the year.

With so many more manufacturers in the field two things are certain. We shall see the very keenest sort of competition during the coming year and we shall also see development in chassis and bodies carried forward at a much faster rate than has prevailed during many years past. Despite the fact that the bulk of the production is centered among certain groups and large manufacturers, such as Ford, General Motors, Dodge, Willys-Overland, etc., the smaller manufacturers have as a whole definitely set themselves to reasonably large production schedules. Most of the new makes show real development, for among these cars are two steamers, two new air-cooled designs, many are small, light-weight cars, etc. In other words, it shows the beginning of another era such as prevailed in 1912 and 1911, when manufacturers produced a great number of different designs and the industry was better off for it.

The new makes of passenger cars are as follows: Adria, Bay State, Bowman, Bradley, Climber, Coats, Corinthian, Corweg, Durant, McGill, Merit, Metropolitan, Paragon, Preston, Richelieu, Bournonville, Rickenbacker, Romer, Simplicity, Spencer, Sterling-Knight, Wharton, Mulford, Driggs, Falcon, Fox, Fremont, Fearless, Gray, Greyhound, Hamlin-Holmes, Kurtz.

Most of these cars are practically of the so-called assembled type; that is, made up of units produced by specialists, such as Continental, Brown-Lipe, Timken, etc. Among the remaining ones are included the Coats steam car, Bournonville with a rotary-valve engine, the Driggs and Falcon representing a new class of high-grade small light-weight car; Durant four and six of standard design; Fox, a new air-cooled car having exceptional performance characteristics; Kurtz, with an automatic gearshift; Rickenbacker, with novel features in the engine and chassis; Gearless, a new steam car, and the Sterling-Knight, a new design of sliding sleeve engine.

Six cars have new names. Ambassador was previously called the Shaw, Brook was the Spacke. Earl is made by Clarence Earl, who previously made the Briscoe, Waltham is a new car produced by those who previously made the Metz, Goodspeed is the former Commonwealth, and the Sheridan has been taken over and the car produced in the factory known as the Durant six.

Considering the conditions throughout the country during the past year, there were comparatively few manufacturers who got into financial difficulty, and strange to say, there were few lowly stock-jobbing schemes. Revere is now in difficulty over stock transactions; Page air-cooler was very severely criticised by the Associated Advertising Clubs. The Austin car is no longer with us; Hylander tried to stay, but couldn't; Jones, Laurel, Madison, Craig-Hunt, Owen-Magnetic and a few others have dropped out.

The manufacturers now in production offer over 170 different chassis models and in excess of 600 body models on these chassis. The makes are divided as follows with respect to the number of cylinders used: Fours are used in 48 makes; sixes in 82; eights in 13, and twelves in 2 chassis; 113 manufacturers produce but one chassis model, the remainder turning out two or three different chassis. No manufacturer produces more than three different chassis models; a big majority produce only one.

The manufacturers of passenger automobiles are spread over America a great deal more than they have in years past. The three large centers of production remain as before, Detroit, Cleveland and Indianapolis, but there are now many states where passenger car factories are in operation that never boasted of being part of the industry. Michigan still leads with over thirty-five factories, Ohio is second with about twenty-eight actively producing, Indiana is third with twenty-five such factories. New York State is fifth with fifteen and Illinois sixth with twelve. Then follow Pennsylvania with nine, New Jersey with eight, Massachusetts with eight, Missouri with eight, and Wisconsin with six, and Texas with five. The following states also show at least one manufacturer of passenger cars: South Carolina, Oregon, California, Vermont, Washington, Louisiana, Kentucky, Virginia, West Virginia, Minnesota, Connecticut, Alabama, Tennessee and Oklahoma.

General Motors Building City Within Itself

Detroit, Mich.—Occupying an entire city block on West Grand Boulevard, Detroit's most noted driveway, the 15-story office building and research laboratory of the General Motors Corporation ranks as the largest structure of its kind in the world.

The building, recently completed at a cost of $15,000,000, has a floor area of 30 areas and will accommodate 6,000 workers in its 1,750 offices.

The structure is a city within itself as it contains restaurants, swimming pools, gymnasiums, bowling alleys and other amusement places, as well as a fully equipped hospital and a bank.

The building, of steel frame construction, has four miles of corridors and required two years to build, during which period 2,000 men were employed constantly.

The research laboratory, one of the distinct features of the building, occupies five floors of one wing and is equipped for work along mechanical, electrical and engineering lines. In this laboratory the future mechanical problems of the corporation are to be worked out by experts in various lines.

An auditorium seating 1,500 persons is provided. This will be used in caring for some of the conventions that come to Detroit.

Essay Prize

Winner To Get Scholarship In American University

Washington.—For the third consecutive year, a four years' university scholarship is being offered high school students to encourage them in the study of highway economics, according to an announcement from the office of the Highway and Highway Transport Education Committee.

The scholarship, won previously by two young women residing respectively in Idaho and West Virginia, is given by Harvey S. Firestone, Akron, Ohio, a member of the committee, for the best essay written on the subject, "How Good Roads Are Developing My Community," submitted in a national essay contest.

Aims of the contest, according to the committee, are the stimulation of thought, discussion and study of the problems of highway transport, highway economics and highway engineering, as a corollary to a course in these subjects now being prepared for the committee by the leading economists and engineers of the country for use in colleges and universities.

Not only are high school pupils of America eligible to compete, but notices are being sent to the school authorities of the territories and possessions of the United States. Pupils in the District of Columbia, Alaska, Porto Rico, Hawaii and the Philippines submitted manuscripts in last year's contest. Announcements are being made at once to all school officials in the United States.

The conduct of the contest necessitates an organisation for each state, being effected in the majority of instances through the state department of public instruction, or through a leading state university. These organisations, it is said, will receive the essays for their respective states, make a selection of the best submitted, and forward it to the office of the committee at Washington.

The contest last year was won by Miss Garland Johnson, a pupil in the Bridgeport, W. Va., high school. Miss Johnson, upon her graduation, will attend one of the leading women's colleges, all tuition and reasonable expenses being defrayed by the donor of the scholarship. The first scholarship offered was awarded Miss Katherine F. Butterfield, Weiser, Idaho, who is now in her second year in college, under the terms of the scholarship. The scholarship is valued at not less than $4,000.

How America Looks To World Markets

Motor Car Manufacturers Need Faith And Fair Play To Win

New York, May 17.—"Facts, faith and fair play are the three primary essentials for success in the world-wide program for Americanising motor transportation," said W. O. Rutherford, chairman of the foreign trade committee of the Motor and Accessory Manufacturers' Association, commenting upon his recent conference in Washington with Secretary Herbert Hoover and other government officials interested in international trade.

As vice president of the B. F. Goodrich Rubber Company, Akron, Ohio, and a member of the board of directors of the national organisation representing the automotive parts and equipment industry, Mr. Rutherford is in a strategic position to survey the prospects for overseas automotive business. At Washington he was in consultation with Secretary Hoover, Dr. Julius Klein, director of the bureau of foreign and domestic commerce; Gordon Lee, chief of the automotive division, and representatives of the vehicle manufacturers and other branches of the automotive industry.

Contact has been established by the foreign trade committee of the Motor and Accessory Manufacturers' Association with the Automotive Division of the Department of Commerce as the "fact-finding, fact-organising and fact-disseminating agency of the United States government on overseas business.

"There is a good market for American motor products in foreign countries," said Mr. Rutherford. "The inherent merits of our vehicles and units, our incomparable mass production, our head start and our general vim and aggressiveness are all in our favor. Except in certain parts of the British Empire and in some French colonial possessions, we have the benefit of minimum tariff restrictions against our exports.

"World markets cannot be captured and held, however, without untiring effort, scientific analysis of fundamental factors, and the highest type of American salesmanship and service.

"Regardless of size or importance, the American manufacturer of automotive parts and accessories will strengthen his position and increase his foreign business by co-operating with his fellow manufacturers through the foreign trade committee of the Motor and Accessory Manufacturers' Association and, through the committee, with the Automotive Division in Washington.

"By this team-work and contact, manufacturers will get the backing and prestige of the United States government behind their foreign efforts, and will have at their command what is virtually a sales or field organisation of trained experts in every country in the world, embracing consuls, consular and commercial attaches territories, and a special automotive trade commissioner safeguarding and advancing your interests at the present time in the Orient. Another will be appointed shortly for Western Europe.

"Fanfare, flag-waving and ballyhoo will not accomplish the results. Foreign trade, like domestic business, must be achieved and advanced by legitimate merit. Spasmodic, last-minute, ephemeral efforts to dispose of surplus stocks through the export game will only prove to be a snare and a delusion. This is no game; neither is it a mysterious process made of ritual and bunk. It is a straight business proposition. The fundamental principle remains unchanged; he profits most who serves best.

"Some companies have products and facilities which logically justify foreign trade effort. Others have not. We are not urging every concern to go into this field. But if they do go in, we want to help them, with the backing of the government resources, to do so sanely, safely and profitably. Facts, not fears or hopes, should determine their decision on international trade. The automotive division is the store-house of these facts. The foreign trade committee wants parts and accessory manufacturers to use this reservoir of information, into which flow channels and springs from every nook and cranny of the globe."

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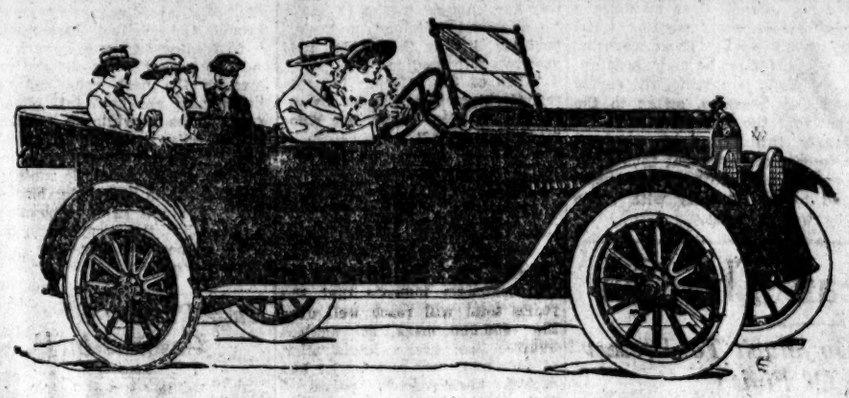

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THIS IS ANOTHER STUDEBAKER YEAR

Refinements Are Featured In New Studebaker Cars

Equipment and appointments of the Series 28 Studebaker models are receiving a great deal of attention.

Through all three chasses, Light Six, Special Six and Big Six, and in every model, the great Studebaker corporation's plants have added refinements to the new cars that greatly increase value.

To the Light Six has been added improved design, with exact balance of weight, quicker acceleration, flexibility and more power per pound of car weight. It is produced in four body styles—touring, sedan, roadster and coupe. The open models are equipped with inside and outside four handles, cowl parking lights, cowl ventilators, thief-proof transmission and ignition lock. The sedan is featured with four doors that swing wide open, extra broad windows, three-piece windshield, dome lights, side coach lights, mohair velvet plush upholstery, cowl ventilator and thief-proof transmission lock. Coupe equipment is practically the same, save that it has a compartment under the rear deck for luggage.

The inclosed models of the Big and Special Six are ingeniously heated and ventilated with automatic window regulators, ventilator in cowl exhaust heater in the floors. The new designs have made the cars even more striking in appearance, and the cushioning has added great comfort.

The Big Six has added equipment in the form of a simple one-key locking system for transmission, ignition and tool compartment, which has been placed in the left front door, as in the Special Six.

Jewett Wins Public Approval

The widely discussed Jewett car announced as such a deliberate attempt on the part of the Paige-Detroit Motor Car Company to design and manufacture a quality "six" at a quantity price, is now on exhibition in America.

Those who have seen the Jewett describe it as a comfortable five-passenger car, generously appointed, and with extremely attractive body lines. It is equipped with a fifty-horse-power motor that will develop sixty miles an hour, and is said also to be remarkably flexible.

"It has required years of study and all the ingenuity and resources of the Paige engineering staff to produce the type of car we had in mind in the Jewett," said Harry M Jewett, president of the Paige-Detroit Motor Car Company, after whom the car was named.

"Of course we accomplish that with financial success only through quantity production. We have the manufacturing resources and facilities for a very large output, and already we have enough orders on hand to assure use that we have not over estimated the possibilities.

"The Jewett is built on a specially designed frame that cannot sag or weave. Its springs are unusually long and flexible. The body is close to the ground and the distribution of weight is such that we have attained remarkable ease of riding.

"In giving our dealers a new car in the thousand-dollar field we selected a 'six' because the 'six' is an inherently balanced mechanism. The natural balance and overlapping power impulses mean smooth, vibrationless riding, which also has a vital effect on the economy of the car.

"We believe that when the first ride is taken in the Jewett the motorist is not only going to be delighted, but a little mystified, because we consider the car something of an achievement."

Coast-to-Coast Auto Tours Service Planned

Ten seven-passenger Buick touring cars have been purchased by J. Raymond Wilson, Inc., to be utilised in coast-to-coast touring for the coming summer, with New York and Los Angeles as terminals. The cars are standard in every respect except for such additional equipment features as weather-proof luggage carriers, thermos bottle compartments, etc.

The tour planned by the company is unique in the adaptation of the automobile, as the tours will cover approximately 9,000 miles of travel in a minimum of sixty-four days. Practically every point of major scenic and historic interest in the country will be included in the itinerary.

Only four persons will occupy each car, aside from the pilot, thus affording the maximum of touring comfort. The first trip was scheduled to leave New York May 5, returning about July 7. The second trip, starting July 12, will end September 14, although any four people making up one party may start at any time between May 5 and August 1.

Perfect Lubrication

Racks And Pits Of Special Design Facilitate Greasing Of The Car Chassis

An interesting development of the service idea is the open air lubrication station, now thriving in the salubrious climate of California, and gradually spreading to less favored portions of America. With an elevated rack upon which the motorist may drive his car, and a sunken pit for the operator to work in, complete lubrication of the car chassis becomes a pleasant outdoor sport.

Since the earliest production of the automobile, one of the chief problems facing manufacturer and user alike has been that of insuring proper lubrication of the chassis. Both the life and the riding qualities of a car are dependent in large measure on the thoroughness of its lubrication, and while a majority of owners appreciate this fact, a minority of them make the necessary personal effort to keep their cars well greased and oiled. Efficiency has been greatly improved by the introduction of the pressure type of lubrication, but the personal equation has not been eliminated.

Hence, the value of the lubrication rack. A car on one of these racks can be thoroughly lubricated in a remarkably short space of time, for a mechanic is able to reach conveniently every part of the car. Because of this convenience each lubricating point receives the attention it deserves, and an owner can drive his car on the rack and in fifteen minutes drive off with the assurance that every bearing is packed with clean, wear-saving lubricant, the old, dirty lubricant having been forced out.

The stations now in existence are equipped with compressors and flexible steel hose, by means of which grease pressures of from 500 to 5,000 pounds per square inch may be obtained. Those cars which are equipped with grease or oil cups may be lubricated by the removal of the cups and the temporary application of pressure system fittings. When all the bearings are supplied with grease, the cups are replaced, and while this seems to be a roundabout method, it is yet more efficacious and expeditious than filling and screwing down grease cups.

The construction of the racks depends in part upon the layout of the service station. They need not be placed in the open air, but may, as circumstances direct, be erected in a shed or in an enclosed garage. One of the best racks is built to the following specifications:

A pit is dug and is lined with concrete at a depth of three feet below the floor level, the bottom sloping to drain at the center. Five steps lead into the pit, and the length of the pit from the bottom step to the back wall is fifteen feet by a width of three feet. The rack, which is twenty-five feet long from the beginning of the incline to the bumper, is raised a foot and nine inches above the floor level. Electric fixtures are placed along its inner sides so that adequate light can be thrown against the under part of the car.

Counting in the normal clearance of the car, the elevation from the bottom of the pit to the under side of the chassis is about five feet eight inches. With this amount of headroom, the operator is permitted to maintain a comfortable, erect position while doing his work. Even when he is not in the pit he may stand upright while lubricating the spring and axle bearings, owing to the fact that the whole car is raised nearly two feet from the floor. The ease of movement thus made possible adds both to the speed and to the efficiency with which the work is done.

How To Clean The Car

Proper Washing Will Do Much To Preserve Appearance Of Finish

An automobile body that has lost its luster, the paint allowed to become cracked and the rust of the body metal exposed, is in the same class with the slovenly appearing man with clothes in need of pressing and runover heels on his shoes.

The ways and means of maintaining a bright, shiny coat for your car has been pointed out in a statement of do's and don'ts by J. Chas. Nagel of the Chandler Motor Car company.

Proof that the average car owner is not familiar with the proper way to wash his car and care for the finish is supplied by the big proportion of "shabby" looking cars that may be seen on any street, road or boulevard.

The Chandler statement follows:

"There is a proper time to wash an automobile and the work should be thoroughly done. If mud is allowed to dry on the car, it is harder to get off and stains the varnish. Mud should never be permitted to remain on a car any longer than absolutely necessary, by any means not overnight. All mud contains alkali, and in some parts of the country is almost clear alkali. Alkali has the same relation to varnish as muriatic or nitric acid has to steel. The antidote is water. Isn't it simple? Plain everyday water right out of the tap.

"If one expects to keep a fine car looking fine he must be willing to flush off the mud at night, no matter how late it is. The work need not take more than half an hour and the work can be thoroughly done in the morning.

"The chief faults to guard against are an excessive use of soap, using water with too much force and washing the hood before it is cooled.

"In the old days no coachman would permit a fine carriage to go unwashed, no matter how late he came into the stable at night. You must treat an automobile the same way if you reach the same standard that the old-fashioned coachman reached.

"There are two things that should be remembered. First, that soap, gasoline or anything similar intended to cut grease will attack varnish if allowed to stand on the car, because oil is an important part of varnish. Second, hot water takes the luster from varnish.

"First of all a car should not be washed out in the sun, because the sun will dry off the water too quick, leaving water marks; choose a shady place with plenty of light.

"Dissolve a little good automobile soap in a pail of water so as to make a soapy solution. Have a soft carriage sponge ready. Start with the right-hand front wheel and the under side of the fender and that part of the chassis near by. Let the water flow from the hose in a gentle stream, so that it will carry about six inches from the end of the hose. Go over the wheels, etc., first with water from a hose. Most of the mud will come off. There may be road oil or machine oil, which requires soap. In that case put some of the soapy water on these parts, sopping it on freely. After that has been done start right in with a hose and sponge and wash it off. Don't let the soapy water stand more than five minutes on the varnish. Now wash off thoroughly with clean water, because all of the mud and grease should have come off by this time. Leave it alone to dry. That completes the right-hand front part of the chassis, and the same work should be done on the three other wheels and adjacent parts. That completes the work on the chassis.

"Take another clean sponge and with the water still flowing gently from the hose start at the left-hand front of the body and flow all the dust off. There will be no need for soap, because machine oil or road oil is never spattered on the body. After flowing the water on, then go over the entire body again with a hose and wet sponge and wash it. Go entirely around the car, including the top of the fenders to the left side, but don't wet the hood, it may be still warm.

"Now all the dirt has been flowed off and the sponge should be squeezed as dry as possible and all the water remaining on moldings or in crevices should be picked up. Wet the chamois thoroughly, and squeeze it as dry as possible. Then wipe off all the water on the body. This will get it perfectly dry.

"After all this is done, wash the hood and the top of the radiator. There may be some spatters of machine oil on the hood, and if there are, use little soap locally, washing it off soon after it is put on. In any case, don't let the water stand more than five minutes on the hood, because it has become heated by the engine. The heat penetrates the water and the luster will be damaged. The reason the hood is left until last is so that it will cool off as much as possible. It should finally be dried with a chamois, like the body.

"If you have trouble drying the body with a chamois, ask some old-fashioned coachman how it is done. There is a little trick to it, but it is not difficult when the trick is learned."

Hudson Export Business Grows

Export orders from various parts of the world still continue to grow in volume for the Hudson Motor Car Company and Essen motors, declares O. H. Williams, export manager for the two companies, who recently concluded a trip through Cuba and Mexico, and to export firms along the Atlantic coast. Both companies are finding it impossible to offer immediate deliveries. "European business, hitherto slow, is picking up briskly and orders are booked up for some time to come," says Williams. "England, for the first time, is ordering closed cars in surprising volume."

Trainload Of Trucks

Record Shipment Is Made From Cleveland

Seattle.—The first solid trainload of motor trucks to be shipped to the Pacific Coast, since the war, left the White factory at Cleveland recently, consigned to the Pacific Coast branch of the White Company. This emergency shipment is being rushed westward to fill orders which have been placed with the White Company within the last thirty days. An unusual event in these days of keen competition in the truck industry, this movement of trucks is welcomed as an indication of the return of normal conditions.

R. G. Hubner, Seattle manager for the White Company, in speaking of the marked activity in the truck field since the first of the year, said: "We have felt a soft, upward movement in the truck industry through the last four months, but only in the last thirty days have orders promised the first real return to prosperity. Our trainload of trucks was prompted by our present shortage—our unfilled orders, and with only a second thought on the publicity the White Company would receive by bringing the first trainload of trucks to the Coast since the war.

"We are looking for 1922 to be the biggest year the White Company has ever had on the Coast. Not exactly another 1920—because in 1920 we could have sold 100 percent more White trucks on the Pacific Coast than we were able to deliver. But this year we expect to actually deliver more trucks on the Coast than ever before. In fact, we have placed orders with our factory for enough trucks to make up a second trainload, and with business hitting the stride it is now we will need more.

"Five of the carloads in this record shipment are to be diverted at Pocatello, Idaho, for shipment to Seattle."

Auto Registrations Gain In Bay State

Automobile registrations in Massachusetts indicate that the year's total will reach well over the 400,000 mark, as against 360,732 last year. Registration of passenger cars and trucks was 42,377 during April, compared with 29,897 in the same month in 1921. Passenger cars for the first five months totaled 254,376. Motor trucks have been 52,126. Manufacturers and dealers took out 1,475 licenses for machines in the five-month period.

Oil Where Needed

Velie Engineers Solve The Lubricating Problem

If you ask any motor car owner who has even a slight experience he will tell you that one of the most important features of any automobile is its lubricating system. Any piece of machinery, however simple, must be properly lubricated to perform the functions for which it was designed and the automobile with its many different moving parts must be bathed in oil to keep it in good shape.

In commenting upon the lubricating system of the motor car an official of the Velie Motor Car Company maintains that lubrication is the very basis of all successful motor operation.

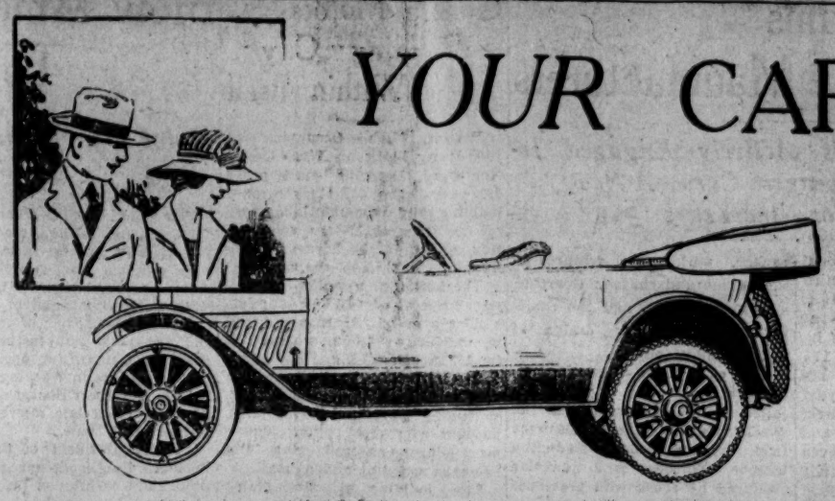
"Without oil at every point," he says, "in exactly the right quantity, at exactly the right time, the finest motor that automobile genius can devise would make a poor showing. Velie engineers, therefore, concentrated on lubrication. That they have succeeded is a fact the new Velie-built motor demonstrates to every Velie user. Oil is pumped under pressure through the drilled crank shaft to every connecting rod bearing. From the rod bearing, oil is forced through a tube directly to each piston pin. Oil leads likewise feed each camshaft bearing, as well as the front gears themselves.

"Velie engineering stands out distinctly in the superior valve action, design and method of lubrication. The reasons for the exceptionally quiet Velie-built motor are readily apparent when the construction is viewed. Every moving part runs in a bath of oil. Oil is directly pumped through the drilled rocker-arm shaft, feeding supporting bearings and the rocker arms themselves. Cups on the push rods and on the tappets are kept full of oil at all times providing a cushion against noise and, practically eliminating wear. No dust, dirt or grit can get into a Velie motor.

"Construction of cylinder blocks, crank case and valve mechanism is such that the complete motor forms a positive dust-tight and dirt-proof unit."

Huge Reserve Of Gasoline In U. S.

The United States bureau of mines reports a gasoline reserve of 818,500,000 gallons, the highest on record. Opening up of new fields and improved cracking processes during the past two years have greatly increased fuel production.



YOUR CAR

You've been promising yourself and your family that car for a long time but perhaps you feel that you "can't just afford it yet awhile". Get away from that idea. At the Auto Castle you can find just exactly the car you need at a price to suit you—and it will be in perfect condition.

CHOOSE AMONG THESE

TOURING CARS

Studebaker	(Special Six)			(model 1921)
Studebaker	4-5 Pass.	Touring		(latest model)
Hupmobile	5	„	„	(Model 1921)
Buick 6	5	„	„	(model 1921)
Buick 6	5	„	„	(model 1920)
Buick 4	5	„	„	(new model)
Dodge	5	„	„	(used 6 months)
Overland 90	5	„	„	(latest model)
Liberty	5	„	„	(model 1920)
Chandler	5	„	„	(model 1921)
Essex	5	„	„	(latest model)
De Dion	5	„	„	(model 1921)
Talbot 12/14	5	„	„	(model 1921)
Citroen	5	„	„	(model 1921)

(LIMOUSINES AND SEDANS

Willys-Knight	Limousine	(home made)
Studebaker 4	„	(latest model)
Buick 6	„	(model 1920)
Hupmobile	„	(model 1921)
Overland	„	(extra built)
Renault 12/18	„	(used 5 months)
Talbot	Landaulette	(model 1920)
Dodge	Sedan	(model 1919)

ROADSTERS

Studebaker	(Special Six)	slightly used
Buick 6	Roadster	(model 1920)
Dodge	„	(model 1919)
Scripps-Booth 4	„	(A. I. condition)
Calcott	„	(4 new tyres)
Babe Peugeot	„	(good condition)

Save 1/2

THE AUTO CASTLE

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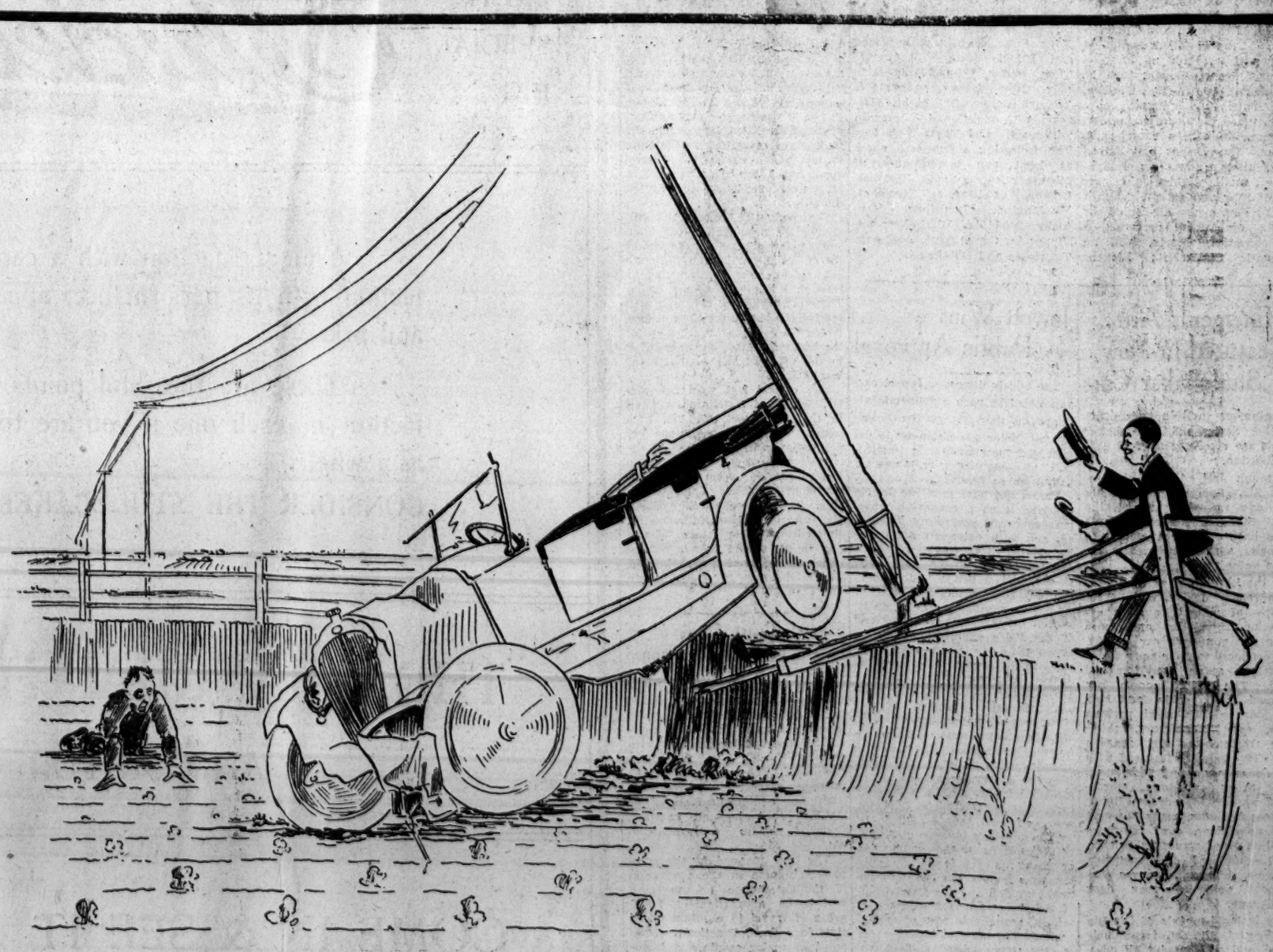

'XS' is good from Pole to Pole
It gets you out of any hole.

China Press Sports

SHANGHAI, SUNDAY, JUNE 25, 1922

CALIFORNIA IN 3 INNING GAME DISPLAYS CLASS

Though Local Nine Were On Their Trail Until The Rain Stopped Play

VISITORS BIG STICKERS

Bat Kingman Out Of Box In Third Inning; The Play Was Not Good

The Week's Card

Today
Shanghai vs California, 3:30 p.m.

Tomorrow
Buffalo vs 12th Div'n, 4:30 p.m.

Tuesday
Huron vs 37th Div'n, 2:30 p.m.
Fleet Team vs California, 4 p.m.

Wednesday
Shanghai vs 12th Div'n, 5 p.m.

Thursday
38th Div'n vs Huron, 2:30 p.m.
Fleet Team vs California, 4 p.m.

Friday
Buffalo vs 37th Div'n, 2:30 p.m.
Shanghai vs California, 4 p.m.

Saturday
12th Div'n vs 38th Div'n, 2:30 p.m.
Shanghai vs Huron, 4 p.m.

Sunday
Buffalo vs Huron, 2:30 p.m.
Shanghai vs Fleet team, 4 p.m.

When a visiting team piles up 19 runs as against four in a three inning baseball game stopped by rain one might suppose that the home nine was greatly outclassed. But it may not always be so.

The California Collegians, composed mostly of the Varsity nine of the University of California got a 19-4 lead over Shanghai yesterday afternoon and the score rested at that when the rain came down and made a lake of the diamond. Yet it cannot be said that the Native Sons greatly outclassed the local nine.

The visitors were strong with the stick while the game lasted, in spite of Harry Kingman's pitching, but then Harry was off his feed or something, and other Shanghai players were just as much or more off their defensive game. Had the rain not interfered it was almost an even bet that Hopkins' men might have settled down in the field and slugged out a win.

The California men on their three inning appearance yesterday showed a nice knowledge of the game, particularly when they were wielding the bat, but Shanghai also counted up four runs and seven singles in that same short time. The game would have been good had it continued.

Local fans will have a better opportunity to judge the San Francisco players in the early games this week against a selected All-Fleet nine. The visitors meet a Fleet nine on Tuesday and again on Thursday, with a second date with Shanghai for Friday. There is a game scheduled of course with the Californians for this afternoon, but at last sight of the big lake where the baseball diamond used to be, it is almost certain that there will be no baseball today.

The box score follows:

SHANGHAI ...	AB	R	H	PO	A	E
Maloney 3b p	2	0	0	2	0	0
Ellis ss	2	1	1	1	2	0
Scott lf	1	0	0	0	0	0
Hopkins rf	2	1	1	1	1	1
Wall c	3	1	1	3	0	0
Thatch 2b	2	0	2	1	0	0
Wood cf 3b	3	1	1	0	0	0
Lake 1b	0	0	0	1	0	1
Smith cf	0	0	0	0	0	0
Kingman p 1b	1	0	1	0	1	0
Totals	14	4	7	9	4	2

CALIFORNIA ..	AB	R	H	PO	A	E
Turner 3b	3	2	3	1	0	0
Davidson 3b	2	1	1	1	0	1
Bowen cf	2	1	1	2	0	1
T. Bill ss	2	0	0	2	1	1
McHenry 1b	3	1	1	1	1	0
Armstrong c	3	0	1	1	1	0
L. Bill lf	1	2	1	0	1	0
Carter rf	2	2	2	1	1	0
Mitchell p	1	1	1	0	0	0
Totals	18	10	11	9	5	3

By innings—

Shanghai.	Runs,	0	3	1—4
	Hits,	0	4	3—7
California.	Runs,	0	7	3—10
	Hits,	1	8	2—11

Summary. Earned runs—Shanghai 2, California 5. First base on errors—California 1, Shanghai 3. Left on base—Shanghai 3, California 4. Two base hit—Thatch. Three base hits—Turner, Carter.

(Continued on Page 2)

SPORT AND STAGE

BY DOMINO

LITTLE LORD FAUNTLEROY

To play the dual role of mother and son must surely be a difficult task! Yet that is what Mary Pickford does in her latest film, Little Lord Fauntleroy.

Briefly, the story tells of the adventures of Cedric—the little Lord Fauntleroy—and his mother, Dearest. In New York City they struggle along, trying to make ends meet. Cedric pals up with all sorts of people, and has strange adventures. His school pals taunt him about his golden curls, but he lives down the taunts, because his mother tells him his father had curls when a boy.

It is discovered that Cedric is the heir of a rich old English earl—and the boy is taken to England, where he completely wins the heart of the rather crabbed old aristocrat.

In the last scene the little lord is made wonderfully happy. He has his curls cut off!

It was in this scene that the world's sweet-heart—who, of course, plays Cedric and Dearest—tasted tragedy—real life tragedy.

Some false curls had been fixed to her hair specially for this "clipping" ceremony. But, alas the barber's scissors slipped—and one of her wonderful real curls came away!

Mary winced for a moment. Then she smiled again.

"All in the day's work," she said.

Mary takes a very keen personal interest in her own pictures. She can tell exactly how a scene will look when it has been filmed—and she never allows a scene to be shot until she is satisfied that everything is all right.

There are lots of charming little stories behind the story of Little Lord Fauntleroy.

For instance, the little lord becomes great pals with one Hobbs—a grocer of New York City.

The part of Hobbs is played by James A. Marcus, who created the role in the stage version of the play at the Prince of Wales's Theater, in 1888.

Another "pal" of the little lord's is Mrs. Higgins, a poor widow, with ten children.

The actress who played this part is Mme. de Bodamere, actually commander-in-chief of Mary's huge army of assistants.

Mme. Bodamere was a Belgian refugee, whom Mary found during a visit to Paris. Mary took a liking to her, found what a great help she could be, and finally installed her in her studio. The lady often appears in Mary's productions.

"WINDOWS"

John Galsworthy's new play "Windows" seems to have proved a disappointment if what 'Candid Friend' in the 'London Mail' writes is a fair criticism. He says:

John Galsworthy describes his new play "Windows" as a comedy (for idealists and others), but why idealists in particular should be specially selected as likely to enjoy "Windows" I cannot, for the life of me, imagine. The ideal of the idealist, is, I suppose, to find if not "sermons in stones" (which are likely to be very dull), at least "good in everything." Am I wrong, therefore, in supposing that Galsworthy wishes us to sympathise with all the characters in this comedy? If he does, I fear he will draw blank with a good many people.

* * *

In the first instance, his story strikes me as frankly sordid. A young girl who has been given two years for killing her illegitimate baby is taken on as a housemaid by Geoffrey March—much against his wife's desire. This girl tries to seduce their son, who, having been through the war, seems to find time hang heavy on his hands, and spends it in talking of his experiences in the trenches and writing second-rate verse.

* * *

Thanks to her behavior, Mrs. March gives the new servant marching orders, but the son intervenes; says she shall not be dismissed, and keeps Faith Bly (the servant in question) a prisoner in her bedroom.

* * *

The siege is raised by a council of war, and eventually the girl returns to her drunken father, but not before she has very nearly walked off with an individual named Blanter, who is described by a mealy-mouthed detective as a souteneur, though in real life I doubt if he would have used French, but rapped out a descriptive word of one syllable which Compton Mackenzie makes use of in "Sinister Street."

* * *

Granted the truth to life of this sordid story, where does the idealism come in? In the characters? Assuredly not! How can one sympathise with the heroine housemaid even though (which I doubt) she was "betrayed" by a blackguard in the first instance. From her behavior towards the son of the house—and even the father—she was "asking for trouble" all the time; in fact, she appeared the type of girl who made her bed in the hope that someone else would lie in it.

* * *

Can we have sympathy for the son who kissed the housemaid and was discovered in the act? Personally, I had no belief in this personage. He was not true to any kind of type. The last thing that men do who have fought well in the war is to be forever recalling the subject.

* * *

As for the other characters, Geoffrey March, the father, a "free-lance in literature," only showed his ideals by behaving stupidly and damning the Government; the cook of the house-

(Continued on Page 2)

POLICE AND CLUB 'A' TEAM PLAY TO DRAW

S.C.C. Knock Up 119 While Police Score A 33 For Two Wickets

The second league game yesterday afternoon between the "Police" and Cricket Club "A" team was a draw. The Club went in first and scored 119, Moule scoring 43 and Dr. Neild 30 not out. The Police followed on and succeeded in scoring 33 runs for 2 wickets before the rain came. Isaacs for the Police took 4 wickets for 43, Capt. E. I. M. Barrett having the best average of the afternoon, taking 2 for 9.

From the look of it the Police had decidedly the better of the draw. They were lucky in getting out a strong "A" team side for 119 runs and with their best batsmen in hand only required 87 runs to win on an easy wicket. Barrett and Quayle were both not out, scoring 14 and 6 respectively.

Billings took both wickets for the Club for 16 runs, Allison taking no wickets for 17, and 2 maidens. No fewer than 4 batsmen were caught and bowled on the "A" team side. On a wicket like yesterday's one should taking into account when playing forward that the ball comes off the ground rather leisurely and if the batsman intends coming out, he

(Continued on Page 2)

SHANGHAI LAX IN PREPARING FOR BIG GALAS

Prospective Interports Demand Strenuous Training Work

From a competitive point of view, swimming has been very much neglected so far this season. The International Swimming Club members have not yet shown any great enthusiasm in attending the bi-weekly meets on Tuesdays and Fridays at the Municipal Bath, the Police Club usually have good turn-outs, but more for a bathe than a swim. The Rowing Club, also, are somewhat behind in their schedule of aquatic events. The Bath Committee this year is announced as R. L. Sarjeant (Captain) and A K. Brown (Vice-Captain), both ex officio; E. A. Brodie, L. R Day and J. J. Evans. It is expected that the opening mid week miniature gala, held weekly on Wednesdays in previous years, will be held on July 5 at latest.

This comparative apathy among local devotees of the art of natation is the more regrettable in view of the fact that Shanghai should act as hosts this year to both Kobe and Hongkong. So far no official action has been taken by the local Amateur Swimming Association, though it is expected that a meeting will be held during the coming week to attend to matters in connec-

(Continued on Page 2)

RECS DECLARES FOR 201 RUNS AGAINST CLUB

With But Five Wickets In Prospects Were Good For The S.R.C.

RAIN STOPPED THE MATCH

Bhoora Scores 65, And Harry Ollerdessen 56; Club Barely Started

The league game between the Recreation Club and Shanghai C. C. "B" team ended in a draw. The Recs made 201 for 5 wickets declared, the Club "B" team after making 38 for no wickets had to stop on account of the rain, which spoiled probably a very interesting game. Ollerdessen again played a very fine innings being ably backed by Bhoora and Clifford, all three batsmen getting their fifty.

The rain which had fallen in the morning rendered the ground in rather a sodden state, consequently the wicket was very easy though runs were fairly hard to get. Nevertheless the first two batsmen, Ollerdessen and Bhoora who opened for the Recs, made a first wicket stand of 100 when Ollerdessen was caught out by the native substitute for 56. The hitting had been very clean and hard and showed it was the only way to make runs on such a ground. Though Ollerdessen put the ball up a fair amount he did not give a chance. The bowling had been changed about a good deal but the bowlers could do nothing with a ball which was dead directly after it pitched. Clifford joined Bhoora and runs continued to come in fast.

Clifford started very shakily though after being missed two or three times played a very sound game hitting hard. Bhoora was then bowled by Cockburn by a ball which came in and took his leg stump, he was the only batsman bowled on the side.

Spencer followed on and after hitting two ones and a very good boundary was caught by Bichard at cover partly mishitting an off drive. Willis partnered Clifford and enabled the latter to complete his fifty when he was caught by O'Hara off Cobb for 21. Clifford himself was caught by Cockburn off Hansell whom he had been hitting for two successive boundaries. T. G. Main was not out, 1.

The Club "B" team soon followed on and there was a very promising start. Hansell and Pearson opened and scored 19 and 15 respectively. Both batsmen played with confidence and carried on until the rain came down in torrents putting an end to cricket for the afternoon.

RECS

H. B. Ollerdessen, c. sub., b. Moller	56
C. H. Bhoora, b. Cockburn	65
W. G. C. Clifford, c. Cockburn, b. Hansell	50
Rev. C. E. Spencer, c. Bichard, b. O'Hara	6
A. J. Willis, c. O'Hara, b. Cobb	21
T. G. Main, not out	1
W. J. Manley, H. J. Cooper, T. W. R. Wilson, A. Fergusen and C. E. Ollerdessen, (did not bat).	
Extras	2
Total	201

Bowling Analysis

	O	R	W
Cockburn	12	54	1
O'Hara	11	32	1
Smedley	2	24	—
Moller	6	20	1
Cobb	8.5	38	1
Hansell	4	25	1

CLUB "B"

V. M. Pearson, not out	19
V. N. Hansell, not out	15
Norman, Cockburn, O'Hara, Brook, Bichard, Smedley, Cobb and Moller, (did not bat).	
Extras	4
Total	38

Australia To Meet Czechs In Davis Cup Play

(Reuter's Service)

London, June '23.—The first round of the Davis Cup between Australia and Belgium was continued today at Scarborough. Anderson and O'Hara Wood beat Washer and Watson (Belgium) 6-1, 6-2, 4-6, 7-9, 7-5. The Australians thus qualify to meet Czecho-Slovakia in the second round having won both the single matches yesterday.

Flagship Huron Baseball Team

FROM left to right the players read:
Standing, Dougherty, Warren, Watson, Bennett, Draper, Ensign Woodeon. Bell, Athletic Officer of the boat: Cavanaugh, Simers, Radcliffe, and Scymanski. Sitting: Ensley, Lamke, Liddy,

YACHT CLUB TO RACE TO S'HAI FROM WOOSUNG

Second Ordinary Race Of Season To Finish At Pootung Shore

The Cruise down river held on Sunday last by the Shanghai Yacht Club was supported by owners in a very gratifying manner, a large number of boats in the club's fleet participating. At least three owners sailed down to Woosung on Saturday afternoon, remaining aboard their yachts for the night, namely Mr. Chas. E. Lintilhac in his fine yawl "Dorothea L."; Mr. R. L. Sarjeant in his sloop "Eva" and Mr. H. E. Middleton, the Club's Hon. Secretary, in his yawl the "Haven," several non-owning members accompanying them. This enabled them to make an early start on Sunday and get in a good sail down the Yangtsze before returning to Shanghai.

Among others who came down on Sunday and were seen sailing outside Woosung during the morning were Mr. V. O'Kane's "Viking," the winner of the First Ordinary Race of the Season the day before, and Messrs. Davis and Mann's "Undine"; while cruising between Shanghai and Woosung were the "Violet," belonging to the Commodore of the Club, Mr. E. T. Byrne, who left for Home in the "Empress of Russia" the previous day, and Mr. C. F. Gram's "Corsaire." Motor cabin cruisers seen were Mr. W. R. McBain's "Mermaid"; Mr. C. S. Taylor's "Clair" and Mr. A. L. Blechynden's "Happy Days."

There was no lack of wind, it being a "one reef" day, as there was a thirteen knot S.S.E. breeze blowing in the morning, which had freshened to something like twenty three miles an hour by the afternoon, but it died down considerably with the sun. The yachtsman's usual complaint of "no wind" nearly became one of "too much wind"; as it was, however, it provided a thoroughly enjoyable day's sport.

Perhaps the most interesting part of the cruise was the sail back from Woosung in the afternoon, the direction of the wind making a dead beat of it as far as the Point. This provided a good test of sailing and niceties of judgment in passing and avoiding the many junks tacking up river at the same time, and called forth the remark that a man who can handle a boat successfully in Shanghai waters ought to be able to sail anywhere.

Yesterday afternoon the First Challenge Cup Race of the Season was sailed over a course to Woosung, owners leaving their boats there for the night and returning to Shanghai by train.

Today the second ordinary race is to be sailed over a course from Woosung to Shanghai, the start being fixed for 10:30 a.m. Finishing times will be taken as the boats pass the Customs River Police Hulk on the Pootung shore, opposite the Bund, but the yachts will continue on up river to an anchorage above the Arsenal for Tiffin and an interchange of visits, sailing back to Shanghai independently during the afternoon.

It is hoped that as many cruising members and motor boat owners as possible will join in this part of the day's program.

On Saturday next, 1st July, the third ordinary race will be sailed over a course down river, leaving the Tungkow Buoy to Port, round No. 5 Buoy off Kaojao Creek to Port, and back to a finish at the River Police Hulk, distance sixteen miles, starting at 2:15 p.m.

"Cruelest Sport In World" May Be Banned In England

Just the other day thirty-two thoroughbred horses, each famed throughout Great Britain for its spirit, speed and other qualities that go to make up a marvelous race horse, stood quivering with excitement at the start of the famous Aintree steeplechase course near Liverpool, where each year for more than a century England's principal steeplechase event has been held.

Atop each horse was a "gentleman rider." Along the 4½ mile course were gathered thousands of England's gentility—fashionable debutantes, lords and their ladies, earls and their countesses, and even dukes and their ducnesses. For the grand national is the outstanding sporting event of the year in all the British empire.

The thirty-two horses started, springing away with their heads out, the coursing of their blood visible along the ridges made by veins. As the last horse flashed by the spectators grouped themselves or moved along the course, waiting impatiently for the advice: "Which one of these splendid horses would survive the four and a half miles—which would keep to its feet to the end?" For it is not often that more than one or two horses ever reach the finish of the grand national. And that is why even the sportsmen in England are crying that this great steelplechase is "the cruelest sport in the world."

ONLY THREE FINISHED

This year, of the thirty-two horses that started only three finished without accident. All the others fell. Only 75 percent of them succeeded in passing the eighth jump on the course. The others fell later on. It has been the record of the grand national for several years that one-third of all the horses which enter the race fall, sometimes being injured for life, sometimes being killed outright within the first mile, and, of course, the riders frequently suffer severe injuries.

This year is not the injured riders who, after being carried off the field on stretchers or helped away by spectators, have attracted the most sympathy and have been responsible for the outburst of public opinion against the continuance of the steeplechase. For some reason the public this year turned its attention to the poor horses with broken necks, twisted legs and bruised bodies while the solitary winner was being cheered.

The fact that only thirty-two horses started in the chase is accepted as evidence that in all England there were only thirty-two horses which, in the opinions of owners, were brave and strong enough to overcome even a part of the obstacles. And of the thirty-two horses none of the owners seems to have given much thought to the horse itself—only to the glory that is promised the winner.

WORST JUMPS IN WORLD

In no other race event in the world have horses to jump so high or so often, or to travel so far. Each jump on the course is a great deal higher and wider than any jump to be found on any of the courses elsewhere in the country. Some of them are so wide and dangerous that to drive a horse at them is almost certainly to endanger the animal.

The treacherous Canal Turn Fence is one obstacle. First, there is a ditch six feet wide and two feet deep, with a fence two feet high at the near bank of the

(Continued on Page 2)

MANY SURPRISES OCCUR IN LAWN BOWLS TIE PLAYS

All-Shanghai Match To Be Played Today On S.L.B.C. And Recs' Greens

BY "THE SHOT"

With the closing date for completion of the first two rounds in the championships close upon us, bowlers are getting very busy playing off these ties. Hardly a night passes at present but what some of the rinks on every green is taken up by matches of this description and very interesting affairs most of them are.

Quite a lot of surprises have occurred but none, I think, more than the pairs game between Stormes and Smith and the despised club pair Oakes and Jesseman. For two players as young in the game as they are, their efforts were simply ripping and after a tussle where it was nip and tuck throughout, the score read 14-11 against them. Good for you Jess and Oakes and although you lost you have the satisfaction of knowing that the low score was all but a record for Shanghai. As far as I remember this is held by a rink which was skipped by our genial President, Mr. O. Crewe Read when they put out a Junior Golf Club four in the championship by 13 points to 12.

Another good game in the pairs was the one between C. Porter and A. McAllum and T. Main and partner when at 21 ends the score was 18 all. The game was arranged to be replayed owing to lack of knowledge of the rules which distinctly state that the tie must be decided by an extra end.

In the singles A. Eek beat Duncan Graham, a player I rather fancied would go a long way in the competition. Starting badly Eek was 3 to his opponents 11 but playing very doggedly; he gradually overhauled his opponent and finally won by 3 points. Though eliminated from the singles Duncan Graham and James Park, the old Junior player, played a great game when beating the holders, Geordie Dunlop and P. Simmons. The latter pair are so like clockwork that more than one pair are doing homage to their victors for putting the red ink through their names. Tom Main's four got safely over the first hurdle as did the Hongkew four skipped by D. McAllister.

Weather permitting there will be a great game on the race course today when an all Shanghai crowd get together to see who can slate their opponents by the most points. Spoons will be presented to the victors and it looks to me as though the spoils will go to T. Harborne's or Bob Dorrance's rink. The following are the teams and rinks. Commence 3:45 p.m.

Yesterday's game between the S.L.B.C. Club and Yangtszepoo was in a very interesting stage when when the deluge came, the scores being practically even.

No. 1. G. H. Ackerman (skip), E. O. Thomas, I. Roberts, S. M. Wallace vs. C. Richards (skip), E. Noakes, J. O. Barnes, T. S. Fry.

No. 2. J. Munro (skip), H. G. Manwaring, M. Gibson, R. Picozzi vs. R. P. Philips (skip), J. M. Smith, J. D. Campbell, G. Johnston.

No. 3. H. Veitch (skip), J. Park, R. Peden, G. Dunlop vs.

(Continued on Page 2)

37TH DIV. TAKE A CLOSE GAME FROM 38TH DIV.

Win Big Lead In League Cup Play; Shanghai Ranks Second

HOPKINS GAVE ONE HIT

Might Have Had No Hit, No Run Game With Better Fielding

Standings In The Local Cup League

	W.	L.	Pc.
37th Div'n.	2	0	1,000
Shanghai	1	1	.500
Huron	1	1	.500
12th Div'n.	1	1	.500
38th Div'n.	0	1	.000
Buffalo	0	1	.000

The 37th Division took a first lead on the City League Baseball cup yesterday afternoon when they defeated the 38th division in a close game, by the score of 2-1. The win puts the 37th one full game and .500 percent ahead of Shanghai which is tied with the Huron and the 12th division as runners up.

Hopkins hurling for the 37th yesterday held the 38th batters to one lonesome tally, and no runs. The little sailor was going good and easily deserved a win. He might have had a no-hit, no-run game had he reached up his fin in the fourth and knocked off Broseck's drive which passed just over his head. But the ball was coming fast and Hopkins thought it better to duck it.

The score follows:

37TH DIV'N ..	AB	R	H	PO	A	E
Morehead ss	3	0	1	0	3	2
Northrup 2b	2	0	0	3	1	0
Lydon cf	2	0	0	1	0	0
Dunlap c	3	0	0	6	1	0
Hopkins p	3	1	1	0	2	0
Tyler 1b	2	1	0	8	0	0
Cornish 3b	2	0	2	0	0	0
Haskell lf	2	0	0	2	0	0
Smalling rf	2	0	0	1	0	0
Totals	21	2	4	21	6	2

38TH DIV'N ..	AB	R	H	PO	A	E
J. Placencia 2b	3	0	0	2	1	0
Baxley 1b	3	0	0	5	0	0
Lipinsky 3b	3	0	0	1	1	0
Broseck ss	3	0	1	2	0	0
Patrasek c	3	0	0	6	1	0
Nash lf	2	0	0	0	0	0
Stickel cf	2	0	0	1	0	0
Mayhee rf	1	0	0	0	0	0
L. Placencia p	2	0	0	0	0	0
x—Horner	1	0	0	0	0	0
Totals	25	0	1	12	2	0

By inning:

37th Division.
Runs, 0 2 0 0 0 0 x—2
Hits, 0 2 0 1 1 0 x—4

38th Division.
Runs, 0 0 0 0 0 0 0—0
Hits, 0 0 0 1 0 0 0—1

Summary. Earned runs—None. Struck out—by Placencia 6, by Hopkins 6. Base on balls—off Placencia 2, off Hopkins 1. Stolen base—Tyler. First base on errors—37th one, 38th two. Left one base—37th three, 38th three. Hit by pitched ball—Smalling. Wild Pitch—Placencia. Umpires—Gilmore and Hirsh.

WAYFOONG AND EWO ELEVENS TO PLAY TODAY AT 2

A cricket match will be played today, weather permitting, between Jardine's and the Hongkong Bank starting at 2 o'clock p.m. Tiffin will be served in the Cricket Club Pavillion at 12.30.

The teams are as follows:

Ewo—R. M. Austin, C. W. Berwick, R. Brandt, D. Campbell, T. Carr, P. Dawson, A. H. Leslie, T. R. Macdonald, W. B. Rigden, C. R. W. Thompson, and W. E. Wilson. Reserves: J. Cockin, E. A. Jenkinson and W. R. Butchart.

Wayfoong—G. A. Davies-Colley, N. de P. Furzey, G. W. Garrett, T. E. Hammond, W. N. Hansell, R. P. Melhuish, E. H. Murphy, F. R. Ormston, J. H. Raikes, J. C. Roberts and W. Webster. Reserve—E. H. C. Lamb.

Umpire—V. H. Lanning.

Scorer—I. G. R. Man.

On paper Ewo certainly have the better team, C. R. W. Thompson is an important addition to his team, a fast bowler being a great asset to a game of this kind. Wilson, Leslie and Brandt all being experienced bats, W. N. Hansell who is captaining the Wayfoong team is its chief mainstay, Raikes being the bat of his side.

Sport And Stage

(Continued from Page 1)

hold may have had ideals in cookery, but we were not permitted to judge of this; the daughter of the house is colorless and nothing else; while Mr. Bly, the father of the "baggage," is a drunken window-cleaner with a peculiarly boring habit of mouthing a second-hand philosophy.

* * *

In fact, the only two characters in the whole play who possess ideals worth mentioning are the detective, who believes in the ideal of keeping blackguards in their place, and Mrs. March, who is the ideal of commonsense until the last act, when, for possibly some dramatic reason, she drinks liqueur brandy until she becomes almost as intoxicated as the window-cleaner, who rolls about the stage.

* * *

And this comedy is written by John Galsworthy—the author of "Loyalties," "Strife," "The Silver Box," "The Skin Game," and other brilliant plays. The first two acts are amusing enough, certainly, even though we don't know what the dramatist is driving at, but the third. . . ! It was as if some other pen than Galsworthy's had been employed to burlesque this fine writer's methods.

California In 3 Inning Game Displays Class

(Continued from Page 1)

Bills, Hopkins. Struck out—by Kingman 2. Base on balls—off Maloney 2, off Mitchell 1. Hits—off Kingman 9 in 2 innings, Maloney 2 in one inning. Mitchell 7 in 3 innings. Stolen base—L. Bill. Sacrifice hit—T. Bill, Scott. Double play—T. Bill to McHenry. Passed ball—Wall 2, Armstrong. Wild pitch—Mitchell. Hit by pitched ball—Bowen. Umpires—Gilmore and West.

Many Surprises Occur In Lawn Bowls Tie Plays

(Continued from Page 1)

G. McMurdo (skip), A. J. Brown, P. W. Reeves, D. Campbell.

No. 4. J. Ross Young (skip), W. A. Turnbull, A. Jessiman, J. M. Robertson vs. McAlister (skip), W. Gibb, B. Anderton, R. Simmons.

No. 5. G. B. Stormes (skip), J. Green, T. Mason, G. Bloom vs. O. Crewe Read (skip), P. B. Critchley, A. Anderson, H. Landers.

ON RECS' GREENS

No. 1. A. A. Malcolm (skip), J. R. Milligan, G. H. Randall, J. McPherson vs. R. J. Bowerman (skip), P. M. Scott, G. E. Marshall, E. Lindquist.

No. 2. T. Harborne (skip), J. E. Wheeler, J. Watson, C. Thompson vs. T. E. Poignand (skip), J. G. Irvine, E. E. Lever, M. B. Anderson.

No. 3. R. Dorrance (skip), A. Mackintosh, W. D. Jamie, C. Ammer vs. F. Ferrier (skip), S. Berry, C. Houghton, J. Keefe.

No. 4. G. L. Campbell (skip), F. Ephgrave, A. D. Hendry, F. Fletcher vs. G. A. Miller (skip), S. Marks, A. McClure, F. L. Marshall.

No. 5. T. Spring (skip), D. Smith, W. Howell, W. Cater vs. A. D. Bell (skip), W. S. Featherstonhaugh, T. Goodman, A. McLeod.

Reserves: R. K. Hamilton, C. McBain, G. Wood.

Cricket Scores

(Reuter's Service)

London, June 23.—At the Oval today, Surrey beat Cambridge University on the first innings. For Surrey Sandham made 195 in the first innings, and the Cambridge captain, Mr. Hubert Ashton made 117 and 59.

At Nottingham, Notts beat Middlesex by 93 runs. For Notts Payton made 80 and 68.

At Colchester, Lancashire beat Essex by 10 wickets. For Lancashire Hallows made 154 in the first innings.

At Horsham, Gloucestershire beat Sussex by 137. For Gloucestershire Dipper made 117 and 103.

At Leicester, Leicestershire beat Somerset on the first innings. For Leicestershire Coe made 128 in the first innings.

At Northampton, Northamptonshire beat Kent by 154 runs. In Kent's second innings Murdin took seven wickets for 44.

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IMITATED BUT NEVER EQUALLED.

California Tennis Team

THE California tennis team, which includes Wally Bates, one of America's best net men, together with three other college players of unusual merit are pictured above. The team holds the championship of American colleges. It is expected that several matches will be arranged for the visitors with local players. Secretary M. B. Brown of the Shanghai Lawn Tennis Association is working out a schedule for the American collegians.

County Cricket Championship Positions

	Pld	Won	Lost	1st Innings Pts. Won	Lost	Poss	Act.	Pcntg
Surrey	10	8	1	1	0	50	42	84.00
Yorkshire	12	9	1	0	2	60	45	75.00
Lancashire	12	9	2	0	1	60	45	75.00
Notts	11	8	3	0	0	55	40	72.72
Kent	9	5	1	2	1	45	29	64.44
Hampshire	10	6	3	1	0	50	32	64.00
Middlesex	11	7	3	0	1	55	35	63.63
Sussex	13	7	6	0	0	65	35	53.84
Warwickshire	11	5	6	0	0	55	25	45.45
Essex	10	3	3	3	1	50	21	42.00
Derbyshire	10	3	7	0	0	50	15	30.00
Gloucestershire	11	3	8	0	0	55	15	27.27
Somerset	11	2	6	2	1	55	14	25.45
Leicestershire	11	2	6	2	1	55	14	25.45
Northamptonshire	10	2	8	0	0	50	10	20.00
Worcestershire	10	1	9	0	0	50	5	10.00
Glamorgan	10	0	10	0	0	50	0	00.00

"Cruelest Sport In World" May Be Banned in England

(Continued from Page 1)

ditch. It would seem almost cruel in itself to drive a horse with a heavy rider across a 6-foot ditch, with a 2-foot space to clear at the very beginning of his leap. But for the spectators of the grand national such a jump would be thought ridiculous. Therefore, there is added at the other side of the ditch a 5-foot foliage fence, which is more than three feet thick. The horse must clear at least fifteen feet in this one leap to avoid tripping. Few horses, indeed, have ever made the jump and remained on their feet when they landed. It is here that the majority of the magnificent animals entered in the grand national come to grief, spilling themselves and their riders.

MUST LEARN TO FALL

Most steeplechase riders know how, of course, to fall gracefully and to lessen the danger. The thoroughbred horses, too, have a way of taking their falls in some miraculous way that seems to protect them. There are few, however, who escape this jump without a broken leg or twisted tendon. Last year, of thirty-one horses that entered the grand national only nine were left when this jump was reached. Of these nine only four went on. Of the twenty-seven accidents more than a dozen were so severe as virtually to remove the horses from the racing field. Two were permanently crippled.

Then there are two other outstanding obstacles on the course, each one of which undoubtedly is a cruel barrier to build before a beautiful horse. One is Valentine's Brook and the other Becher's Brook. At Becher's Brook the fence is five feet six inches high with a 2-foot rail four feet in front of it. Before the horse has cleared these obstacles in his leap it must cover an ugly ditch, running with murky water four feet deep and several feet wide.

It was at Becher's Brook that the noted steeplechase horse Awbeg, one of the noblest animals in Great Britain, fell to his knees, rolled over on his side with his head under him, suffering a broken neck. Immediately behind Awbeg came the wonderful Wavertree, considered to be one of the best steeplechasers ever sent along the course. Wavertree, cheered by a shout from his jockey, lifted himself into the air just as Awbeg's heels disappeared beyond the fence. His sufficiently pitied to be excused from further tortures. But no, these are only four of the obstacles he must surmount if he wishes to walk off the field with his legs, body and neck intact. There are twenty-eight more, and not only must he make these twenty-eight other jumps, but he must go over each one of those four dreadful obstacles a second time.

Even in a country where there is a wide effort to raise horses fit for the grand national, there seldom are more than ten horses entered in any year which have the slightest chance, in the opinion of spectators, of finishing the course. Yet in the pellmell dash for the first fence the excitement of those horses which really should not have been entered often cause others which, if left to an uncrowded field, might even make the worst jumps, fall at the easier leaps.

There are many bad spills, injuring both riders and horses, caused by the mad scramble of riders, with their mounts, that really have small reason to hope that the honor of being among the winners will ever fall to them.

Most of the horses in the grand national carry between 140 and 175 pounds of rider weight. Gentlemen riders are not so diminutive as even the heavier jockeys. Within recent years many horses have been killed, spectators have said, because of their inability to lift riders who have enjoyed too many good dinners.

It is especially since the war that a feeling of resentment against the cruelties of the grand national has been taking more and more tangible shape. So many of the thoroughbred animals entered in this year's race were injured that the antagonism seems to be certain of definite result. It is doubtful if spectators ever again will be treated to the spectacle of what is in many ways almost a 1-day slaughter of the finest horses in the kingdom. It is extremely doubtful if in America such an event would be given the clearance of favorable public appreciation.

There are those, of course, who maintain that the grand national is England's greatest spur to the breeding of fine horses, but more and more these are losing favor.

Police And Club 'A' Team Play To Draw

(Continued from Page 1)

must come right out or not at all.

S. C. C. "A"

Moule, l.b.w., b. Sale	43
Middleton, c. Quayle, b. Isaacs	1
Allison, c. and b. Isaacs	9
Morrell, c. Treacher, b. Isaacs	0
Roberts, c. Beatty, b. Wainwright	4
Nield, not out	30
Thompson, b. Sale	0
Raikes, c. Beathy, b. Barrett	4
Leslie, c. and b. Barrett	8
Hammond, c. and b. Isaacs	15
Billings, c. and b. Wainwright	0
Extras	5
Total	119

Bowling Analysis

	O	M	R	W
Quayle	5	0	26	0
Isaacs	15	0	43	4
Wainwright	7	0	23	2
Sale	6	1	15	2
Barrett	3	0	9	2

POLICE

Waters, b. Billings	0
Treacher, b. Billings	13
Barret, not out	14
Quayle, not out	6
Wainwright, Martin, Bourne, Beatty, Doyle, Sale and Isaacs, (did not bat).	
Total	33

Bowling Analysis

	O	M	R	W
Allison	7	2	17	0
Billings	7	1	16	2

American Co. Special Spoon Shoot

Following are the results of the special spoon shoot of the American Company, held at the Rifle Range this morning. Conditions were special. H. P. S. 100.

"A" Class

Corp. Green	93 x
Pvt. Schmid	81
Sergt. Roberts	80
" Twogood	78
Pvt. Blackwood	77
Sergt. Cooper	70
" Langley	66

"B" Class

Pvt. Schneider	83 x
" Vaughan	82
" Krausch	81
Corp. Taylor	81
Pvt. Doughty	80
" Burgess	78
Sergt. Boynton	77
Pvt. Williams	77
" Jenkins	72
" Farnham	72
Corp. Canda	71
Pvt. Barnes	57

"C" Class

Pvt. Hutchinson, T. H.	72 x
" Gross	70
" Cohen	66
" Jensen	63

(x) Winners of Spoon.

Something Dependable.

Diarrhoea is always more or less prevalent during this weather. Be prepared for it. Chamberlain's Colic and Diarrhoea Remedy is prompt and effectual. It can always be depended upon.

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Shanghai Lax In Preparing For Big Galas

(Continued from Page 1)

tion with the interport contests. It will be remembered that Shanghai made a successful visit to Kobe in 1920 and last year were to have the Japan port team over here. Owing, however, to the accepted invitation from Hongkong, the local association wrote to Kobe suggesting that the latter prepare to come over in 1922 so as to take part in a triangular contest against both Shanghai and Hongkong. Such a meeting would be full of interest and a whole week's swimming and diving could easily be staged here.

From Hongkong varying reports are received as to the activities of our friendly rivals down South. It is stated on the one hand that as a result of the departure on home leave of Mr. R. C. Witchell there is a great want of energy in the organisation of the Victoria Recreation Club, and if this is so, what with the additional difficulties incident to making the journey up North, it is quite on the cards that this year our local mermen will regain the laurels which they so conspicuously lost last year. The Crown Colonials still have Buschaert as their bright, particular star in the water polo team, but they have lost their colossal goalkeeper, Mr. A. Ignatiev.

On the other hand, it is said that several of the younger swimmers have improved considerably since last year. Jack has more than maintained his speed, which Lang is making great progress and is even looked upon as a rival to the speedy Johnstone. In this case it seems likely that Shanghai will be hard set to secure many places in the individual straight swimming events.

In the diving we ought to show up well, and in the water polo in our home baths we may be reasonably expected to win, as we shall have the services of B. Wallin who wrought such havoc in Kobe two years ago. In the Long Plunge (in which we were unplaced last year) we ought to score first place through J. H. McGregor, the worthy President of the local swimming association, and in various other events Shanghai will have a great advantage compared with last year owing to the fact that they are competing at home.

A new champion has come into our midst within the past few months, Signor Toscani, who for four years was swimming champion of sunny Italy. Regrettably, he was badly gassed during the War and yet does not feel quite up to his pristine form, though he is still in his prime, being 27 years of age, and may gradually regain his best condition. He took part in last year's international race in the Seine, through Paris, but felt the effect of the gassing then. He has a very powerful stroke, and from his massive build and development should make a redoubtable opponent, especially in the longer distances, in which he is particularly interested. From the form he has displayed in an occasional brief practice with some of our local exponents of the water art, he is one of the most notable swimmers we have had in Shanghai.

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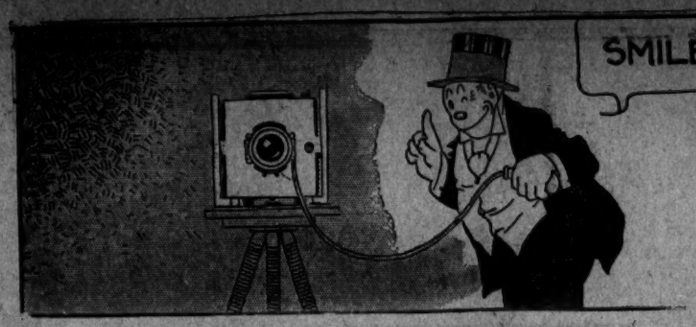
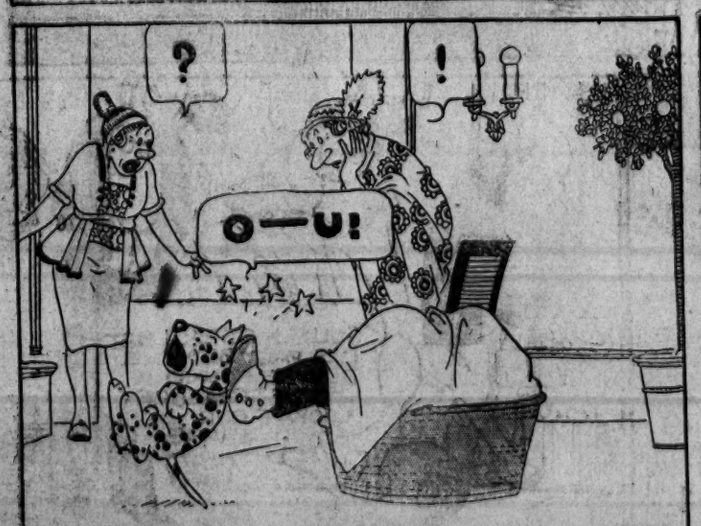


See BARNEY GOOGLE and His SWEET WOMAN Every Day In THE EVENING STAR.

Bringing Up Father

I GOTTA GIT OUT OF THIS HOUSE· I'LL GIT IN THIS BASKET AN' YOU CARRY IT OUT ON THE SIDEWALK· IF ME WIFE ASKS ANY QUESTIONS TELL HER YOU ARE TAKIN' OUT THE LAUNDRY!
I GET YOU· SIR!
1



Little Jimmy

1.
"JIMMY. TO-NIGHT WE ARE GOING TO HAVE A LAWN PARTY AND I WANT YOU TO PULL UP THESE CROQUET WICKETS AND PUT THEM AND THE MALLETS AND BALLS AWAY. THEN I WANT YOU TO CLEAN THE LAWN, IF YOU HURRY IT: YOU'LL HAVE PLENTY OF TIME TO PLAY."
2.
"HI JIM. WE'RE GOIN' HUNTING BURIED TREASUR'."
"WE CAN'T HELP BUT FIND IT."
3.
"WE GOT A HIDDUN' TREASUR' HOUND."
"WE'RE GOIN' TO HAVE HIM DIG FER D' PIRUTS GOLD."
GR-RR
WOOF
4.
"HEY. WAIT FER ME! WHOSE IDEAR IS THIS ANYHOW?"
5.
"EVERYBODY QUIET. HE'S FINDIN' IT."
GR-R
"HUSH UP 'BEANS'!"
SNIFF SNIFF
"HEY. DONT DISTURB D' GOLD HOUND!"
6.
"THERE HE GOES HE'S FOUND IT!"
"LOOKUT! IN A LITTLE WHILE WE KIN ALL HAVE OTTERMOBEELS!"
7.
"LOOK AT 'BEANS' HE'S A TREASURE HOUND TOO!"
8.
G-R-R-R-R-R
9.
AND AT HOME
"OH. EVEN BEFORE YOU TAKE YOUR THINGS OFF, I MUST TELL YOU OF THE TREAT IN STORE FOR YOU. MRS SMYTHE-BROWN HAS CONSENTED TO GIVE HER DANCE THAT SHE LEARNED FROM KERCHOOSKY IN RUSSIA; IT IS CALLED 'FALLING LEAVES.' SHE WILL DANCE IT ON THE LAWN. ISN'T IT WONDERFUL?
10.
MRS SMYTHE-BROWN WE'VE EVERYTHING ALL READY. THE SPOT LIGHT AND THE AUDIENCE IS WAITING"
"I'M QUITE NERVOUS. AM I NOT SILLY?
11.
"EXQUISITE!"
"CHARMING!"
12.
13.
14.
"GOLLY, MOTHER I BET ITS PAST BED-TIME BUT WE FOUND A LOT OF TREASURE. LOOKUT OUR SHARE"
SWINNERTON